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CANADA
(DOMINION BUREAU OF STATISTICS)

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Canada's Tourist Trade, 1920-1926

THE
(TOURIST TRADE)

in

CANADA

1920 - 1926

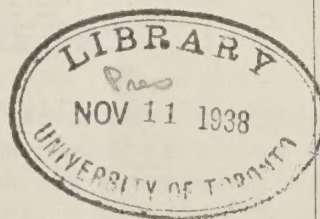
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DOMINION BUREAU OF STATISTICS
OTTAWA - CANADA

Dominion Statistician: P. H. Coats, B.A., F.S.S. (Hon.), F. R. S. C.

THE TOURIST TRADE IN CANADA

1920 - 1926

In recent years the tourist trade has reached considerable proportions in Canada, having become an important source of revenue in certain sections of the country, and a factor that materially affects the international trade balance. It represents the economic disposition of a national asset in which Canada is particularly rich, namely, its picturesque scenery, its invigorating climate, its opportunities for hunting, fishing and boating, as well as for winter sports - for the exploitation of which a considerable capital expenditure has been made on hotel accomodation, improved highways and other attractions. The expenditure of travellers coming to Canada from other countries on business is of similar significance.

It is impossible to obtain a direct record of expenditures of this kind, Moreover, even a rough estimate of the total is extremely difficult to make, visitors to Canada being of all classes, engaging in widely different activities or forms of recreation, remaining for varying periods, with expenditures undoubtedly ranging from very small to very large amounts.

Various methods have been adopted by the Dominion Bureau of Statistics for obtaining a general idea of the amount and value of this trade, assembling the figures derived by each, and in this way arriving at a sum total. By these various methods of calculation and estimation, the details of which are explained further on in this report, the value of the tourist trade from other countries to Canada in the years 1920 to 1926 is roughly indicated as follows:-

1920	-	\$83,734,000
1921	-	86,394,000
1922	-	91,686,000
1923	-	130,977,000
1924	-	148,942,000
1925	-	173,289,000
1926	-	190,463,000

Methods of Estimation for Different Types
of Tourist Traffic

The foreign tourist trade of Canada may be divided into three classes:

(a) Tourists entering Canada via ocean ports, a record of the number of saloon and steerage arrivals being kept by the Department of Immigration and Colonization; (b) Tourists entering Canada from the United States in automobiles, a record of the number of automobiles entering Canada for tourist purposes being kept by the Department of National Revenue; and (c) Tourists entering Canada from the United States by rail or steamer, of which no record is kept. In Table I. herewith the estimated expenditure by each of these classes is shown, the following being the methods of estimation employed in each case:

TABLE 1.

ESTIMATED EXPENDITURE ON TOURISTS FROM CANADA COASTWISE IN CANADA,
CALENDAR YEARS 1920-1926.

	1920	1921	1922	1923	1924	1925	1926
<u>Ocean Ports:</u>							
<u>Saloon</u>	5,243,400	3,648,400	2,007,600	1,615,800	1,525,800	1,167,000 ¹	1,124,000 ¹
<u>Steerage</u>	6,947,600	5,405,200	4,925,600	5,641,600	5,451,200	7,330,000 ¹	4,241,000
	12,191,000	9,253,600	6,933,200	7,257,400	6,977,000	5,496,800	5,364,200
<u>From U.S.A. by Automobile:</u>							
<u>British Columbia</u>			2,717,000	4,364,000	5,937,000	6,569,000	7,765,000
<u>Alberta</u>			43,000	154,000	147,000	272,000	320,000
<u>Saskatchewan</u>			88,000	267,000	257,000	500,000	1,032,000
<u>Manitoba</u>			612,000	806,000	771,000	1,265,000	1,951,000
<u>Ontario</u>			17,614,000	30,389,000	31,996,000	40,127,000	45,138,000
<u>Quebec</u>			15,285,000	22,992,000	30,038,000	39,566,000	44,833,000
<u>Maritime Provinces</u>			777,000	1,299,000	2,193,000	3,985,000	4,732,000
	20,537,000	27,065,000	37,336,000	60,351,000	71,332,000	92,703,000	105,771,000
<u>From U.S.A. by Rail & Steamer:</u>							
<u>(75% of Automobile Traffic)</u>	15,402,750	20,258,750	28,002,000	45,263,250	53,504,250	69,527,250	79,328,250
<u>Adjusted according to population per car in U.S.A.</u>	33,459,010	42,221,400	47,416,720	63,368,550	70,625,610	75,009,430	79,328,250
<u>Total for 3 classes</u>	66,187,010	78,540,000	91,685,920	130,976,950	148,941,610	173,289,230	190,463,450
<u>Adjusted for Prices Index</u>	83,733,760	86,394,000	91,685,920	130,976,950	148,941,610	173,289,230	190,463,450

1. For fiscal years 1926 and 1927 saloon and steerage Tourists not shown separately. Estimate based on 1924-25 percentages applied to totals.

(a) Tourists via Ocean Ports.- It is estimated that in 1926 tourists who entered Canada by ocean ports spent during their stay. \$5,364,200. The statistics of the Department of Immigration and Colonization with regard to the number of arrivals for the years 1920-1926 were used as a basis for the estimate appearing under this heading: With regard to the amount spent by each tourist: the United States Department of Commerce, in making an estimate of the expenditure of foreign tourists in the United States in 1925 places the total at \$100 millions, including \$27,000,000 estimated to have been spent by 400,000 Canadians. This would leave \$73,000,000 as the expenditure of some 136,110 non-immigrant aliens, exclusive of Canadians, entering the United States in 1925 - an average of \$537. Sir George Paish, in 1910, applied a figure of \$1,000 for tourists via ocean ports to the United States, but Prof. Jacob Viner, in his work on the Balance of Canadian International Indebtedness, 1900-1914, uses the figure of \$300 for steerage passengers, although endorsing Paish's figure of \$1,000 for saloon passengers. The average for steerage passengers has been set in the present calculation for Canada at \$400, and at \$600 for saloon passengers. This produces a general average for all tourists, steerage and saloon, somewhat lower than the official United States figure, and this would appear reasonable.

No attempt has been made to subdivide the expenditures of tourists via ocean ports, by provinces, but the totals are shown in Table I. It will be seen that the years 1920 and 1921 are the high ones, reflecting post-war conditions. The fluctuations in these figures from year to year are due to the number of tourists only, the same average expenditure being applied throughout.

(b) Tourists entering Canada from the United States in Automobiles:- The most important factor in the recent tourist trade of Canada is the automobile traffic between Canada and the United States. It is difficult to estimate. Tourists from the United States visit in Canadian homes, stop in tourist camps and stay at summer resorts and hotels, spending money in varying amounts. Again, at certain points, like Niagara Falls, Ont., large numbers of cars cross and re-cross the international bridges, many of them remaining but a few hours, spending little or nothing in Canada, having obtained their gasoline and other supplies before crossing the line. It is estimated that tourists of this class in 1926 spent \$105,771,000 in Canada.

The Department of National Revenue has recorded the number of automobiles entered from the United States for tourist purposes since 1919, though for the initial years 1919 to 1922, the figures are not considered authoritative. The entries are divided under: (a) Cars admitted for a period not exceeding twenty-four hours; (b) Cars admitted for one month, and (c) Cars admitted for a period exceeding one month and not more than six months. The statistics as to the numbers of cars admitted for a period not exceeding twenty-four hours are of doubtful value as a basis for making an estimate of the expenditure of tourists in Canada for less than one day, in view of the conditions surrounding the recording of these permits at the port of entry. For example, the Department of National Revenue stated in 1925 that the port of St. Stephen, N.B., which showed an exceptionally large number of entries for one day for 1924 and 1925 "is in a rather unusual position so far as keeping a record of automobile traffic is concerned, for the reason that there are at least two bridges connecting that town with the town of Calais, Me. A very large number of automobiles cross from Calais to St. Stephen by one bridge and return by the other, repeating this, in a great many cases, many times in one day." The Department goes on to state that it is very difficult for the Collector to keep a record under these circumstances without counting the same car in his statistics from two to perhaps ten or more times in the one day.

An effort, however, is being made to have the statistics represent an record of the actual tourist traffic at the frontier ports, and the statistics for 1926 are considered to be on a better basis from this standpoint than those for 1925. In the present estimate therefore the figures for cars entering New Brunswick for a period not exceeding twenty-four hours have been adjusted in 1924 and 1925 to compare with the 1926 data.

Various opinions have been expressed as to the average amount expended by these classes of tourists. In view of this diversity, the Bureau of Statistics circularized many of the best-known authorities, including secretaries of boards of trade, automobile and tourist associations, immigration agents, United States consular agents in Canada, and customs officials at border ports, asking for their estimate of the average or typical total expenditure in Canada made per automobile of the three types recorded by the Department of National Revenue as above described. A large number of replies were received from every province, and some valuable information and sidelights on the point obtained. A typical comment pertinent to the difference of opinion with regard to twenty-four hour permits is as follows:

"Automobile tourists coming in here do not spend the amount of money which people imagine they do . . . Seventy-five per cent of the automobile tourists stay with friends or else camp out."

Doubtless there are border points where on holidays and Sundays many cross the line to travel a few miles, picnicking on the Canadian side but spending little.

When the estimates above mentioned were examined, considerable disparity was found between those sent in from different localities. They were therefore compiled by provinces and an average or median struck for each province, which was applied to the number of automobiles entered according to the returns of the Department of National Revenue. The totals are shown in Table I.

A steady increase in expenditure by tourists from the United States in automobiles is shown, as is to be expected with the increasing use of the automobile. The statistics for 1920 and 1921 are not sufficiently reliable to be published by provinces, but the totals in round numbers are included merely as an indication of the general trend, and should be used with caution.

With regard to the statistics for the Province of Quebec, the Quebec Tourist Association does not issue a total figure nor make an estimate of the probable duration of stay in Canada of cars entered on permits of one month or six months. The rate of expenditure applied by the Bureau in the present estimate is higher than that of the Association for twenty-four hour permits, but is in substantial agreement for cars entered for a month and six months, if an average stay of nine and forty-four days respectively are allowed. The Roads Department of the Province of Quebec in their annual report for 1926 quote "a conservative estimate" which "sets at \$45,000,000 the sum spent by American motorists alone in 1925. This sum must have risen to fifty millions in 1926, and nothing prevents it from rising still more." The present estimate therefore is somewhat higher than that of the Tourist Association, but lower than that of the Roads Department.

The estimate for Ontario is greater than that of the Ontario Tourist Association, which sets the total tourist expenditure in Ontario at \$40 millions in

1925, whilst the Bureau credits motorists from the United States with that amount. It is lower, however, than several other recent estimates.

The figures for the Maritime Provinces have been grouped together in the estimate for automobile tourist expenditures. Many tourists to Nova Scotia enter Canada in New Brunswick, and the situation at the border ports has already been mentioned.

The figures for the Western Provinces are based on estimates received from these provinces, though the estimate for British Columbia is less than those of the local tourist associations. Probably, however, a larger proportion of British Columbia tourist trade is via rail and steamer from the United States, for which no separation by provinces has been attempted.

(c) Tourists entering Canada from the United States by Rail and Steamer.-

There are no direct records of the number of tourists entering Canada from the United States in this manner. The figures of immigration from the United States do not afford a basis in the absence of comprehensive data regarding non-immigrants. Similarly, although the total numbers of passengers carried on Canadian railways is known by months, and these show marked seasonal variations, the foreign tourist element cannot be computed.

In an attempt to measure the value of the tourist trade to Canada by rail, the principal railways with connecting lines in Canada and the United States were circularized, and statistics obtained as to the number of passengers travelling from Canadian to United States points, and from United States to Canadian points, for the year 1926. For 1925 insufficient replies were received upon which to base an estimate. For 1926, the statistics furnished by the railways showed a total of 2,302,000 passengers ticketed from United States to Canadian points, including in this total also some passengers ticketed from United States to United States points through Canada. Some means of estimating what proportion of this passenger traffic should be considered as tourists from the United States to Canada, and what proportion tourists from Canada to the United States, had to be found. It is natural to suppose that in view of the greater population of the United States and its density along the border, the tourist trade to Canada would be heavier, and the statistics of automobile tourists would seem to bear this out. In 1926, the statistics of the Department of National Revenue show that 2,076,255 cars were entered at Canadian ports from the United States, but only 346,387 were entered at United States ports from Canada. Probably more people proportionately to the total tourists from the United States would travel in automobiles, than from Canada, for there were 12 persons to every passenger automobile registered in Canada in 1925 and only 5.7 persons in the United States. Making a calculation on the basis of these assumptions, it will be found that the ratio of Canadian tourists by rail or steamer, to those of the United States is 1 to 2.8.

Applying this ratio to the number of passengers ticketed from United States to Canadian points in 1926, namely, 2,302,000, it is estimated that the number of passengers to Canada from the United States in 1926 was 1,696,000, and the number of passengers to the United States, 606,000. From the former must be deducted the number of immigrants, namely, 18,038, leaving the estimated number of tourists from the United States to Canada by rail at 1,678,000.

For the returns received from railway companies for both 1925 and 1926, only 64.5 per cent of the number of passengers carried in 1926 were carried in 1925. On this basis, 64.5 per cent of the 1926 number, or 1,093,920 tourists entered Canada in 1925 from the United States.

It should be remembered that the above figures do not include tourists entering Canada by steamer, and also that some in transit traffic through Canada is included. There are no means of estimating what these amounts are, and the situation is further complicated by the fact that some round-trip tickets, allowing for stop-overs in Canada, may be included in the in transit traffic.

The above figures relate only to numbers of tourists but they should be compared with current estimates of expenditures. The Tourist Association of Ontario has estimated the total tourist trade by rail and steamer as sixty per cent of that of the similar trade by automobile. This works out at a considerably higher figure than is estimated by the United States Department of Commerce for the same type of trade to Canada. On the other hand, in provinces like British Columbia and Nova Scotia, automobile trade is less important proportionately to total tourist trade than in Ontario and Quebec. The Chairman of the Vancouver Publicity Bureau, for example, in discussing the tourist trade of British Columbia in 1923 expressed the view that automobile traffic was then only twenty-five per cent of the total tourist trade in that Province, and this situation no doubt obtained throughout Western Canada. It may also be assumed that visitors by rail and steamer spend more on the whole per capita than do the visitors by automobile. By assuming in the present estimate that the expenditure of tourists from the United States to Canada by rail and steamer, is seventy-five per cent that of tourists in automobiles, the estimated expenditure in 1926 was \$79,-657,000. Comparing this with the estimate of 1,678,000 tourists arrived at from the returns from the railway companies, this would show an average expenditure by each tourist of \$47. The General Passenger Agent of one of the large railway companies estimates that the average stay of each rail tourist in Canada is five days, which would appear reasonable.

Statistics are not available to enable us to make the same comparison for previous years back to 1920, and the increased use of the automobile in the United States since 1920 has made it unsafe to apply the same proportion throughout. In the present estimate therefore, an adjustment has been made in the percentage used according to the population per motor vehicle in the United States in each year. The population per motor vehicle and the percentage applied in each year are as follows:

Year	Population per Motor Vehicle in U. S. A.	Percentage
1920	11.5	163
1921	11	156
1922	9	127
1923	7.4	105
1924	7	99
1925	5.7	81
1926	5.3	75

Some allowance should also be made for the difference in price levels between 1920 and 1926, and on examination of the index number of retail prices, it was thought advisable to add twenty-five per cent to the 1920 figures and ten per cent to the 1921 total expenditures. Most of the calculations in the present estimate are based on 1925 and 1926 statistics, and if 1925 retail prices are considered as 100, 1920 and 1921 are 125 and 110 respectively.

Expenditure of Tourists in Hotels.— As a further check, an endeavour was made to collect information direct from the hotels in Canada as to the amount of money left with them for room, board, and other hotel accommodation, as one of the important items of tourist expenditure. Directories of hotels in Canada were obtained, and every hotel on the list circularized. A representative reply was received, including returns from all sizes of hotels. The proportion of rooms in the hotels from which returns were received was compared with the proportion of rooms in the hotels circularized, by provinces, and an estimated expenditure calculated as shown in the following table:

<u>Expenditures of Tourists from Other Countries in Canadian Hotels, 1924 and 1925.</u>		
	<u>1924</u>	<u>1925</u>
	\$	\$
Western Provinces	4,603,361	5,288,073
Ontario	10,467,889	11,001,282
Quebec	7,757,536	8,503,785
Maritime Provinces	1,095,350	1,199,721
Totals	23,924,136	25,992,861

Expenditures of Canadian Tourists in Other Countries

While the tourist trade in Canada is of great importance, it must be viewed also in relation to the expenditure by Canadian tourists in other countries, particularly in any estimate of the effect of the tourist trade on the trade balance of Canada. In Table II accordingly an estimate has been prepared on a similar basis to that for the tourist trade in Canada. Here also there are no statistics bearing directly on the subject.

Canadian tourists have been separated into three classes: (a) Canadian tourists leaving by ocean ports, (b) Canadian tourists to the United States in automobiles, and (c) Canadian tourists to the United States by rail or steamer.

For the first of these classes, the records of the Department of Immigration and Colonization of the number of "Returning Canadians" via ocean ports, for the years 1920 to 1926, have been used as a basis. These records show saloon and steerage passengers separately, and in the present estimate an average expenditure of \$1,000 for each saloon passenger, and \$400 for each steerage passenger have been applied to these numbers. The amount for saloon passengers is the same as used by Professor Viner in his calculation for 1900-1914, and \$200 less than the figure used by the United States for the expenditure of their tourists abroad. This seems reasonable, owing to the greater number of wealthy Americans who visit Europe. For steerage passengers Viner's estimate of \$300 has been increased to \$400, in view of the higher prices since 1914, and in accordance with the estimate of expenditure by foreign tourists in Canada.

TABLE 11.
ESTIMATED EXPENDITURE OF CANADIAN TOURISTS IN OTHER COUNTRIES, 1920 - 1926.

	1920	1921	1922	1923	1924	1925	1926
by Ocean Ports:							
on 1,000	9,259,000	7,165,000	5,013,000	4,113,000	3,840,000	3,179,000 ¹	3,000,000 ¹
steerage 400	27,107,200	16,036,800	14,921,200	15,730,800	17,276,800	14,693,600 ¹	14,212,800 ¹
	33,448,200	25,256,800	19,934,200	19,873,800	21,116,800	17,872,600	17,302,800
by S.A. by automobile:							
120 per car							
reported for touring purposes			12,097,000	15,195,000	19,497,000	26,769,000	74,560,000
by U.S.A. by steamer and rail:							
75% of automobile traffic adjusted according to population per car in Canada			9,072,750	11,396,250	14,622,050	20,076,750	31,174,500
			14,008,326	15,666,045	18,268,689	22,753,650	31,174,500
Totals for three classes			46,035,526	50,734,845	58,007,489	67,395,250	90,043,300

1 For fiscal years 1926 and 1927 saloon and steerage returned Canadians not shown separately, and estimate based on 1924-25 percentages applied to totals.

With regard to motor tourists from Canada to the United States, the Department of National Revenue has recorded since 1922 the total number of cars exported annually for tourist purposes, but there is no subdivision as to the length of time for which they are touring. An estimated expenditure of \$120 per car has been applied to these numbers, and this would appear to be confirmed by the estimate of the United States Department of Commerce, in 1925, which amounts to \$27,000,000 as compared with \$26,769,000 in the present estimate. This U. S. estimate is on a basis of 400,000 Canadian visitors, but in 1925 the number of cars exported from Canada for touring purposes was 223,077 which at the low average of 2 person per car would exceed the U. S. estimate. The above estimate of \$120 per car is therefore conservative.

For the years 1920 and 1921 there are no statistics of the numbers of cars exported for touring purposes, so no attempt has been made to estimate the tourist trade to the United States during these years.

For tourists to the United States by rail and steamer there are no statistics bearing directly on the point. From the statistics obtained from railway companies above quoted, with regard to passengers ticketed from Canada to the United States, a total of 606,000 was obtained for 1926 and 390,870 for 1925; this does not include in transit traffic, as the figures for passengers ticketed from the United States to Canada did. By applying seventy-five per cent to the estimate for expenditures by motor tourists in the United States in 1926, a total of \$31,174,500, is arrived at, which works out at approximately \$51 per rail tourist. This is higher than the similar figure for the tourist from the United States to Canada, but is thought reasonable in view of the numbers of Canadians who go south for the winter months. For these reasons the same procedure has been followed for Canadian tourists to the United States by rail and steamer as for United States tourists to Canada. The percentage applied has been 75 weighted according to the population per motor vehicle in Canada in each year. No adjustment for price fluctuations was necessary, as no estimate has been made for the years 1920 and 1921 when the large differences occurred.

The totals for the years 1922 to 1926 of expenditures of Canadian tourists in other countries, as compared with the expenditures of tourists from other countries in Canada are as follows:

<u>Year</u>	<u>Expenditures of Canadian Tourists in Other Countries</u>	<u>Expenditures of Tourists from Other Countries in Canada</u>	<u>Excess of Expenditures of Tourists from Other Countries over Canadians</u>
	\$	\$	\$
1922	46,040,000	91,686,000	45,646,000
1923	50,735,000	130,977,000	80,242,000
1924	58,884,000	148,942,000	90,058,000
1925	67,395,000	173,289,000	105,894,000
1926	90,043,000	190,463,000	100,420,000

It will be noticed that whilst there has been a steady increase in the amount spent by tourists from other countries in Canada, there has also been an increase in the amount spent by Canadians in other countries. The 'favourable' balance accruing to Canada from tourist trade, however, has continued to increase until 1926, which

showed a slight decrease from the 1925 figure. The statistics nevertheless demonstrate how valuable an asset to Canada is her tourist attraction. It constitutes an 'invisible' export which is surpassed in value only by wheat among the seventy leading commodities exported from Canada in the fiscal year 1926-27, and if the 'invisible' import of expenditures of Canadian tourists in other countries is deducted, the balance represents an item exceeded in value only by the exports of wheat and newsprint paper. The increase of this asset still further depends not only on additional numbers of tourists from other countries, but also on the extent to which Canadians "see Canada first" when they decide to travel.

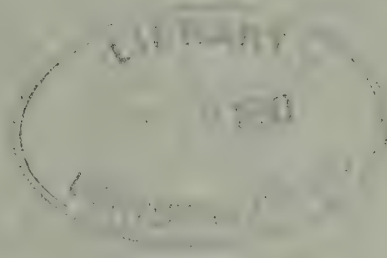
The Bureau of Statistics is issuing the present estimate in view of the many conflicting reports which are being circulated. Though many of the details of the calculation are estimates, it is believed that the data are as reliable as can be secured with the information now available. It is hoped moreover to improve the sources upon which the estimate is based as opportunity affords.

Ottawa, 9 August, 1927.

CANADA

DEPARTMENT OF TRADE AND COMMERCE

DOMINION BUREAU OF STATISTICS



CANADA'S TOURIST TRADE

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CANADA'S TOURIST TRADE

1936.

Although the word tourist became current only early in the nineteenth century, tourist travel is by no means a new phenomenon. From very early times the lure of the unknown tempted adventurous spirits to embark upon voyages of exploration whilst a more general incentive for travel was supplied by the rise of trade and commerce. (1) Travel for pleasure, health and education, rather than for profit, was known in the ancient Greek world and, facilitated by the Roman genius for road building, was quite common in the Roman Empire. With the break up of the Empire travel languished although during the Middle Ages pilgrimages, such as the Crusades, and journeys of students to mediaeval centres of learning partook somewhat of the nature of tourist travel. Down to the nineteenth century, however, travel was difficult, dangerous, expensive and of extremely limited proportions.

The nineteenth century brought a decided revival. With the expansion of trade, the liberation of time and the increase in wealth as a result of the factory system, as well as the improvement in methods of transportation by land and sea, travel became possible to increasing numbers of people. In the later nineteenth and early twentieth centuries the tourist movement grew apace with many countries as Austria, France, Switzerland and Italy deriving a substantial annual income therefrom.

To the outbreak of the Great War travel was the prerogative of the leisured and wealthy classes. In the post war period it has become, to a large extent, a movement of the masses. With the breaking down of racial barriers and class distinctions and the redistribution of wealth as a result of the War, with greater leisure following improved methods of production coupled with improvement in and cheapening of transportation, travel has become possible to ever increasing masses of people. The development of the automobile and the widespread building of good roads have been important factors in the phenomenal increase of tourist travel between neighbouring countries in recent years. Travel between Canada and the United States reaches very large proportions being much greater than that over any other international boundary.

The advantages of travel have been extolled by writers both ancient and modern. "If the passenger visits better countries", said Samuel Johnson "he may learn to improve his own and if fortune carries him to worse he may learn to enjoy it". H. T. Buckle puts travel side by side with gunpowder and the discoveries made by political economy as the three chief agents which in modern times had lessened the love of war. (2) A recent writer says, "Nothing has contributed more than travel.

(1) The earliest Hebrew term for trader was synonymous with traveller (Hastings, Dictionary of the Bible, Vol. IV, p. 802.)

(2) H. T. Buckle, History of Civilization in England, 1878 edition, Vol. I. pp. 219 ff.

to rending the veil of ignorance; to enlightening the human mind and extending the compass of its vision; to stimulating new desires and creating an effective demand and outlet for the commodities and enterprises of other localities, countries and nations; to breaking down national and international barriers, hatreds and prejudices; to effecting a more intimate intercourse amongst the different races of the world and creating a more sympathetic understanding amongst them, whilst establishing the fact of their common brotherhood, and, in general, to raising the tone of life and the character of mankind to a higher level". (1)

From an economic standpoint the market for goods and services furnished by an influx of tourists is not only a lucrative source of revenue for individuals and whole districts, but is, for many countries, an important factor in the balance of international payments. The expenditure of foreign visitors in a country has the same effect, insofar as its influence upon the balance of trade concerned, as the export of additional commodities would have. Instead of sending goods and services to consumers abroad, the latter are induced to move to the goods and services. Thus, tourist traffic is an invisible export which helps many countries to pay for the goods and services they buy from other countries or to pay interest on the money they borrow from abroad.

The growing realization of the importance of tourist travel has led to a great number of measures by Governments and others to encourage it in every possible way especially by extensive advertising in foreign countries and by the simplification of vexatious customs and immigration formalities. In 1934 the Dominion Government established the Canadian Travel Bureau to undertake tourist travel promotion as a national effort in co-operation with the various tourist travel and publicity agencies, both public and private, throughout the Dominion. The Bureau is assisted by an Advisory Council consisting of the Directors of Information of the Provincial Governments, representatives of the Dominion Departments and Services interested in tourist travel promotion and members of the Executive Committee of the Canadian Association of Tourist and Publicity Bureaus.

Canada's tourist traffic represents the economic disposition of natural attributes in which this country is particularly rich, including a wide range of picturesque scenery, an invigorating climate, unrivalled opportunities for hunting, fishing and other sports, for the exploitation of which a considerable capital expenditure has been made on hotel accommodation, highway improvement and other attractions. Of our single commodity exports only wheat and paper rank with tourist traffic in importance and in several of the recent depression years the latter has surpassed both.

Tourist travel, which must be classed as a luxury, inevitably declines in time of depression. The value of Canada's tourist business reached its high point in 1929 when the estimated expenditures of foreign tourists within the country amounted to approximately \$309,000,000 while the expenditures of Canadian tourists abroad totalled approximately \$122,000,000. With shrinking incomes and the other concomitants of depression there were progressive declines until the low level of \$117,000,000 was reached in 1933. In 1934 a slight increase was recorded. During 1935 and 1936 recovery was more rapid and it is expected that within reasonable time the value of Canada's tourist travel will surpass pre-depression levels.

(1) A. J. Norval, The Tourist Industry, pp. 15 and 16.

A statistical study of Canada's tourist trade is presented in the following pages. Various methods have been used to obtain an idea of the extent and value of this business. It is impossible, of course, to obtain a direct record of tourist (1) expenditures and even a rough estimate is extremely difficult to make since visitors to Canada are of all classes, engaged in different activities or forms of recreation, remaining for varying periods and spending from very small to very considerable amounts. While many of the details which follow are necessarily estimates and, therefore, subject to revision, care has been taken to base them upon as complete and reliable information as can be secured and it is believed they are reasonably correct.

EXPENDITURES IN CANADA OF TOURISTS FROM OTHER COUNTRIES.

The total expenditures in Canada of tourists from other countries in the years 1920-36 are estimated to have been approximately as follows:

1920	\$ 83,734,000	1926	\$201,167,000	1932	\$212,448,000
1921	86,394,000	1927	238,477,000	1933	117,124,000
1922	91,686,000	1928	275,230,000	1934	145,974,000
1923	130,977,000	1929	309,379,000	1935	214,778,000
1924	173,002,000	1930	279,238,000	1936	255,763,000
1925	193,174,000	1931	250,776,000		

Visitors to Canada fall into two broad classes (1) persons arriving via ocean ports and (2) persons arriving via the United States boundary. The latter may be subdivided according to the various methods of transport whether by automobile, rail, steamer, ferry, airplane, etc. The estimated expenditures of tourists in these categories during 1935 and 1936 were as follows:

Estimated Expenditures in Canada of Tourists from Other Countries.

	1936	1935
	\$	\$
<u>Entering via Ocean Ports</u>		
First Class	2,550,000	3,271,000
Cabin	4,816,000	3,895,000
Other (tourist, third, etc.)	3,080,000	2,951,000
Total	10,446,000	10,117,000
<u>Entering via the United States Boundary</u>		
<u>By Automobile</u>		
<u>Cars on Tourist Permit</u>		
48 - hour	45,549,000	37,906,000
60 - day	113,329,000	93,771,000
6 - month	595,000	485,000
Total	159,473,000	132,162,000
<u>By Rail</u>	49,877,000	) 53,499,000
<u>By Steamer</u>	14,967,000)
<u>Other Visitors</u>		
(Ferry, Airplane, Bus, etc.)	21,000,000	19,000,000
TOTAL	255,763,000	214,778,000

(1) The term tourist is here used in a broad sense as comprising temporary visitors on commercial, professional, educational and other missions as well as those travelling solely for pleasure.

1. Tourists Entering Canada via Ocean Ports.

Statistics of non-immigrants entering Canada via ocean ports, as compiled by the Immigration Branch of the Department of Mines and Resources, were used as the basis of this estimate. These entries numbered 12,924 in 1936, an increase of 5.7 p.c. over the preceding year. Passengers travelling first class declined from 2,726 in 1935 to 2,125 in 1936. Cabin class passengers rose from 4,582 to 5,666 and other classes (tourist, third, etc.) from 4,919 to 5,133. Comparative figures of non-immigrant arrivals via ocean ports for the years 1929-36 are shown below.

Non-Immigrant Arrivals by Ocean Ports

Class of Steamship Passage	1936	1935	1934	1933	1932	1931	1930	1929
First	2,125	2,726	3,114	2,258	2,445	2,432	2,780	2,859
Cabin	5,666	4,582	3,917	3,374	3,929	4,389	5,510	5,906
Other (tourist third, etc.)	5,133	4,919	4,500	4,018	4,381	5,408	4,288	4,707
Total	12,924	12,227	11,531	9,650	10,755	12,229	12,578	13,472

Of the visitors arriving by ocean ports in 1936, 8,009 came from the British Isles, 290 from France, 222 from Germany and 478 from other European countries. China sent 595 visitors, Japan 498, Australia 550 and New Zealand 315. For further details see appendix 1.

No direct information concerning the expenditures of these visitors is available but the average rates used (\$1,200 for first class, \$850 for cabin and \$600 for other passengers) are somewhat higher than the average expenditure rates reported by similar classes of Canadian travellers to overseas countries. This is thought reasonable since the latter includes considerable numbers of British born and foreign born on visits home in consequence of which their expenditures for subsistence are materially lessened. The total expenditures of our visitors via ocean ports are, therefore, estimated at \$10,446,000 in 1936 as compared with \$10,117,000 in 1935.

2. Tourists Entering Canada via the United States Boundary.

Travel across the Canadian-United States boundary is so heavy and complex that it is extremely difficult to record and classify all border crossings. It is necessary, however, to divide the total crossings into a large number of classes if the expenditures involved are to be estimated with even approximate accuracy. With the co-operation of both the United States and Canadian Immigration and Customs Services, progress is being made in the more detailed classifying of this movement and in the collecting of samples of expenditure.

Visitors to Canada via the United States boundary enter by automobile, bus, railway, steamer, ferry, airplane and on foot.

(a) By Automobile. - The Dominion Department of National Revenue records the number of United States automobiles imported into Canada for touring purposes, dividing them into three groups according to the kind of permit received. The numbers in each of these groups during the years 1930-6 were as follows:

Foreign Automobiles Imported into Canada for Touring Purposes.

	1936	1935	1934	1933	1932	1931	1930
<u>Admitted for a Period not exceeding 24 hours, 1930-34</u> <u>and for a Period not exceeding 48 hours, 1935-36 (1)</u>							
<u>Entering by Ports in</u>							
Maritime Provinces	558,611	495,799	127,630	108,571	234,922	241,076	243,375
Quebec	247,620	222,209	204,679	199,313	222,801	244,770	268,538
Ontario	1,967,623	1,814,728	1,949,207	1,844,643	2,497,384	2,834,427	3,470,589
Manitoba	30,835	27,518	24,136	22,241	31,999	30,144	35,043
Saskatchewan	18,019	17,511	15,421	13,287	16,098	19,629	20,577
Alberta	18,124	14,540	13,483	11,651	17,720	26,592	24,345
British Columbia	39,433	40,636	39,092	33,712	49,466	42,854	47,633
Canada	2,880,265	2,632,941	2,373,648	2,233,418	3,070,390	3,439,492	4,110,100

Admitted for a Period not exceeding 60 days

<u>Entering by Ports in</u>							
Maritime Provinces	60,408	51,762	53,016	45,124	53,268	60,662	57,876
Quebec	302,369	259,628	220,885	237,007	313,243	400,748	380,020
Ontario	696,552	559,042	523,155	494,304	552,011	857,095	693,607
Manitoba	15,168	13,273	10,656	9,455	11,593	14,451	15,891
Saskatchewan	6,458	5,456	4,605	4,412	4,632	4,855	5,734
Alberta	7,414	5,690	4,648	3,713	3,854	5,362	6,174
British Columbia	104,566	76,166	70,906	69,121	94,366	126,580	137,728
Canada	1,192,935	971,017	887,871	863,136	1,032,967	1,469,753	1,297,030

Admitted for a Period not exceeding Six Months

<u>Entering by Ports in</u>							
Maritime Provinces	226	210	50	80	61	72	70
Quebec	40	56	70	65	102	417	1,412
Ontario	852	747	138	150	191	198	407
Manitoba	18	14	23	4	12	13	93
Saskatchewan	54	16	1	2	6	3	289
Alberta	24	4	4	2	1	-	-
British Columbia	109	81	43	30	47	41	57
Canada	1,323	1,128	329	333	420	744	2,328

(1) In 1935 the 24 hour permit period was extended to 48 hours.

Of the 1,192,935 cars entering Canada via the U. S. boundary in 1936 on 60-day permits, 1,192,251 were of United States registration while 684 came from other countries, including Hawaii, Mexico, Alaska, Canal Zone, Newfoundland and Cuba. Of the United States cars the majority came from the states bordering on Canada although every state

in the Union was represented. 24.3 per cent of the United States cars came from New York, 21.8 per cent from Michigan, 8.4 per cent from Vermont and 6.1 per cent from Washington. For further details see appendix 2.

The expenditures of United States motorists on tourist permits are estimated largely upon the basis of data obtained from questionnaires distributed by border officials to these motorists and returned to the United States Department of Commerce which compiles the data. Similar questionnaires are distributed to Canadian motorists proceeding to the United States for touring purposes and returned to the Dominion Bureau of Statistics. Various collateral data are also considered in arriving at the average expenditure rates which are applied to the different classes. Summarized statements of the questionnaire results appear in the appendixes to this report.

The average expenditure of motorists on 48-hour permits, as shown by the questionnaires, was \$17.85 as compared with \$16.49 in 1935. This average rate was applied to the number of cars in this class except for an adjustment necessitated by local conditions prevailing along the New Brunswick border. (1) The estimated expenditures of motorists on 48-hour permits are, therefore, placed at \$45,549,000 as compared with \$37,906,000 in 1935.

The average expenditure rate computed from the questionnaire returns received by the United States Department of Commerce from motorists on 60-day tourist permits was only \$75.20 as compared with \$96.57 in 1935. Because of the smallness of the sample and the fact that a considerable proportion of persons who reported stayed for relatively short periods, the sample was not considered to be sufficiently representative of average conditions to be entirely reliable. Some account was taken, therefore, of other available information, especially of some data collected by the Canadian Travel Bureau from persons who had written for information and afterwards spent vacations in Canada, a type of tourist whose expenditures, however, are likely to be considerably higher than the general average. Generally higher tourist outlays in 1936 might reasonably be expected in view of improved economic conditions and some expansion of incomes, although even a slight decline in the average length of stay would exert a downward pull upon the average expenditure. Both 48-hour and 6-month motorists reported higher expenditures. On the basis of these various types of data it was decided to adopt a rate for this class of \$95 per car as compared with \$96.57 the previous year. The expenditures of motorists on 60-day permits are, therefore, estimated at \$113,329,000 as compared with \$93,771,000 in 1935.

A much larger sampling and one which covers practically every month in the year will be undertaken by the United States Department of Commerce this year. This, it is expected, will provide a check on the accuracy of the above tentative rate.

The average expenditure of the six-month permit cars which reported was \$450 as compared with \$430.09 in 1935. As the number of cars in this class is small and their effect upon the total expenditure estimate slight in any case, this rate was accepted without question and the total expenditures for the class, therefore, estimated at \$595,000 as compared with \$485,000 the previous year.

(1) As many cars cross the New Brunswick boundary for very short periods the expenditures involved are estimated as below the general average. The general average rate of \$17.85 per car was applied to 200,000 of the 558,611 cars entering New Brunswick on 48-hour permits in 1936, and an average rate of \$1.50 per car to the remainder. The general questionnaire average of \$16.49 was applied to 140,000 of the 495,799 cars entering New Brunswick on 48-hour permits in 1935 and an average rate of \$1.00 to the remainder.

The total expenditures of motorists on tourist permits in cars entering Canada by ports in the various provinces, with comparative figures for 1935, were as follows:

	<u>1936</u>	<u>1935</u>
	\$	\$
Maritime Provinces.....	9,948,000	7,753,000
Quebec.....	33,163,000	28,761,000
Ontario.....	101,678,000	84,233,000
Manitoba.....	1,999,000	1,742,000
Saskatchewan.....	959,000	822,000
Alberta.....	1,039,000	791,000
British Columbia.....	10,687,000	8,060,000
Total.....	159,473,000	132,162,000

It should be noted that the above expenditures are not necessarily made in the province specified since the cars may visit other provinces before leaving Canada. For example, many tourists to the Rocky Mountain District in Alberta enter Canada via ports in the other western provinces and most tourists to Nova Scotia and Prince Edward Island enter Canada via ports in New Brunswick.

The Department of National Revenue issues tourist permits for automobiles whose occupants enter Canada solely for purposes of pleasure or health. Certain other classes of vehicles, such as those of business travellers, buses on regular routes, etc. enter under travellers' vehicle permits. Such permits, each of which may cover several crossings, numbered 44,400 in 1935 and 59,535 in 1936. The expenditures of many persons entering Canada on such permits exercise precisely the same effect upon our balance of payments as do those of motorists entering under tourist permit. (See page 8).

(b) By Rail and Steamer. - Prior to 1936 the movement of United States visitors to Canada by rail and steamer and the corresponding movement of Canadians to the United States were estimated on the basis of data obtained from the principal railway and steamship companies on the number of tickets sold for travel from one country to the other. As no definite information was available concerning the respective proportions of Canadians and Americans in the totals, a division into the two categories was made by a more or less arbitrary method which has been fully explained in previous reports.

In 1936 the Canadian Department of Immigration, at our request, instituted a more detailed classification of tourist entries into Canada via the United States boundary, segregating the entries by train and boat. These are shown below:

Tourist Entries from the United States by Train and Boat (1). 1936.

	<u>Train</u>	<u>Boat</u>
Nova Scotia.....	-	35,970
New Brunswick.....	21,328	14,096
Quebec.....	131,694	6,121
Ontario.....	615,441	75,343
Manitoba.....	16,355	-
Saskatchewan.....	14,238	-
Alberta.....	577	6,661
British Columbia.....	31,652	111,017
Yukon.....	-	243
Total	831,285	249,451

(1) Exclusive of ferry.

In 1936, as in the previous year, the United States Department of Commerce sampled this type of travel by questionnaire. The average expenditure per person of rail travellers, according to the 1936 sample, was \$48.74 and of steamer travellers \$47.40 as compared with \$60.91 and \$52.93, respectively, in 1935. The combined rate for the two classes, according to the 1935 sample, was \$58.05 but because of doubt as to whether some of the returns included railway fare spent in Canada, the rate was arbitrarily increased to \$67.73. Because of difficulties incidental to the inauguration of a new type of questionnaire and the attainment of the most effectual distribution thereof, neither sample was regarded as wholly satisfactory. Available collateral information indicated that the expenditures of this type of tourist averaged about the same in 1936 as in the previous year. Pending a further check by the 1937 questionnaire results, a compromise rate of \$60 was adopted and the 1935 estimate for this class was revised on the same basis. The expenditures of tourists entering Canada by railway in 1936 are, therefore, estimated at \$49,877,000 and of those entering by steamer at \$14,967,000 as compared with a total of \$53,499,000 for the two classes in 1935.

(c) By Bus, Ferry, Airplane, etc. - As stated above, the expenditures of many persons entering Canada on travellers' vehicle permits exercise much the same effect upon our balance of payments as do the expenditures of motorists entering on tourist permits. With the data at present available it is extremely difficult to make even an approximately accurate estimate of the amounts involved in this and certain other types of travel over the Canadian-United States border such as that by bus, ferry, etc. The expenditures of visitors from the United States other than those of motorists on tourist permit and of rail and steamer travellers are placed tentatively at \$21,000,000 in 1936 and \$19,000,000 in 1935. These are to be regarded, however, merely as convenient arbitrary figures, pending a more intensive study of this field and an attempt to collect more adequate data especially respecting motorbus traffic.

The value of total foreign tourist expenditures in Canada is estimated at \$255,763,000 as compared with the revised estimate for 1935 of \$214,778,000.

EXPENDITURES OF CANADIAN TOURISTS IN FOREIGN COUNTRIES.

The expenditures of foreign tourists in Canada must be viewed also in relation to the expenditures of Canadian tourists in foreign countries, particularly in any estimate of the effect of the tourist trade on the general balance of payments. Canadian tourist expenditures, estimated on a similar basis to those in the preceding section, are shown below:

Estimated Expenditures of Canadian Tourists in Other Countries.

	1936	1935
<u>Overseas Countries</u>	\$	\$
First Class	2,699,000	3,638,000
Cabin "	5,202,000	4,198,000
Other (tourist, third, etc.)	10,435,000	8,667,000
Total	18,336,000	16,503,000
<u>The United States</u>		
<u>By Automobile</u>		
<u>Leaving by Ports in</u>		
Maritime Provinces	1,372,000	1,054,000
Quebec	12,543,000	11,883,000
Ontario	20,861,000	18,920,000
Manitoba	1,331,000	1,641,000
Saskatchewan	774,000	567,000
Alberta	548,000	581,000
British Columbia	6,382,000	5,721,000
Total	43,811,000	40,167,000
<u>By Rail and Steamer</u>	23,658,000	22,930,000
<u>By Ferry, Airplane,</u>		
Bus, etc.	14,000,000	12,000,000
TOTAL	99,805,000	91,600,000

1. Canadian Tourists to Overseas Countries.

Estimates of Canadian tourist expenditures in overseas countries are based on two classes of data (a) statistics of returning Canadians via ocean ports as recorded by the Immigration Branch of the Department of Mines and Resources and (b) samples of expenditure secured by questionnaires to passport applicants.

Returning Canadians via ocean ports in 1936 aggregated 33,899 as compared with 28,152 in 1935. First class passengers declined from 3,054 to 2,266 but cabin class passengers increased from 5,399 to 6,690 and other passengers (tourist, third, etc.) from 19,699 to 24,943. A considerable part of this increase was, no doubt, due to the Vimy Pilgrimage. Comparative figures for the years 1929-36 are shown below:

Returned Canadians via Ocean Ports.

Class of Steamship Accommodation	1936	1935	1934	1933	1932	1931	1930	1929
First	2,266	3,054	2,989	2,707	2,887	2,738	3,284	2,815
Cabin	6,690	5,399	5,202	5,073	5,388	5,892	8,948	11,253
Other (tourist, third, etc.)	24,943	19,699	19,428	19,626	22,902	21,333	26,191	26,292
Total	33,899	28,152	27,619	27,406	31,177	29,963	38,423	40,360

Samples of the individual expenditures, length of stay abroad, class of steamship accommodation, etc. of Canadian tourists to overseas countries were collected in 1935 (see appendix 8) but not in 1936. It was assumed that the expenditures of such tourists would not vary widely, on the average, from those of the previous year and the same general rates i.e. \$1,191.17 for first, \$777.60 for cabin and \$439.98 for "other" passengers, were used. An average rate of \$350, however, was applied to 6,000 of the persons in the latter class, this being the Canadian Legion's estimate of the average expenditure of persons on the Vimy Pilgrimage. The expenditures of Canadian tourists to overseas countries in 1936 are, therefore, estimated at \$18,336,000 as compared with \$16,503,000 in 1935.

2. To the United States

(a) By Automobile. - Canadian automobiles exported to the United States for touring purposes, as reported by the Department of National Revenue, were used as the basis of this estimate. Comparative figures for the years 1929-36 are shown in the following table:

Canadian Automobiles Exported for Touring Purposes.

	1936	1935	1934	1933	1932	1931	1930	1929
<u>Cars leaving by Ports in</u>								
Maritime Provinces	17,402	13,780	9,271	7,920	5,587	9,457	6,944	27,872
Quebec	159,059	155,417	116,435	96,718	91,148	132,576	140,684	145,714
Ontario	264,535	247,452	194,012	164,795	149,418	234,077	275,385	283,250
Manitoba	16,879	21,464	16,403	13,387	9,762	14,469	15,299	15,375
Saskatchewan	9,812	7,420	5,875	6,678	4,613	8,145	9,875	17,736
Alberta	6,945	4,982	3,444	2,368	1,750	2,819	2,939	2,795
British Columbia	215,042	208,744	168,412	125,266	114,579	135,332	143,998	126,830
Canada	689,674	659,259	513,852	417,132	376,857	536,855	595,124	619,571

Sample data on the expenditures of Canadian automobile tourists were collected by means of postcard questionnaires handed by customs officials to Canadian motorists proceeding to the United States. The completed questionnaires were returned to this Bureau for compilation. The results are shown in detail in appendix 6.

The average expenditure per car of the 1,330 car owners which reported was \$78.86, an increase of 3.1 per cent over the \$76.46 rate reported by 1,158 car owners in 1935. The average length of stay reported was 6.56 days, which was slightly lower than the 6.99 days reported in 1935 while the average number of miles motored was 788 as compared with 889. Owing to the number and character of the replies the results of the sampling commanded considerable confidence. Because of this and since somewhat higher expenditures might reasonably be expected in view of some betterment in economic conditions, the average expenditure rate, as compiled from the returns, was accepted. Applying it to the number of cars exported for touring, as above, with the exception of British Columbia for which an adjustment was made, (1) the resulting estimate for the expenditures of these motorists is \$43,811,000 as compared with \$40,167,000 in 1935.

(b) By Rail and Steamer. -- The number of Canadian tourists to the United States who in 1936 used rail or steamer as the mode of travel is estimated at approximately 354,210. This figure was arrived at by using the data supplied by railway and steamship companies concerning the total travel between the two countries over their lines and subtracting therefrom the figures of tourist entries from the United States as reported by the Canadian Immigration Department (see page 7). It would appear that the method previously used to divide the total traffic figure into residents of Canada and of the United States, respectively, slightly overestimated the former and underestimated the latter. Some collateral information respecting this and other types of Canadian travel to the United States is furnished by a sampling conducted by the United States Immigration Service during the summer and autumn of 1936 (see appendix 5).

The Dominion Bureau of Statistics with the co-operation of the Canadian Immigration Department, again in 1936, sampled the expenditures of this class of tourist by questionnaire. The 1936 questionnaire yielded a somewhat better sample than that of 1935, 800 compilable returns being received from tourists who travelled by rail, 136 from steamer travellers and 55 from persons who used both modes of travel. The average expenditure of persons who travelled by rail was \$71.31, of steamer travellers, \$30.22 and of persons using both modes of travel, \$99.55, while the

(1) A large proportion of the Canadian cars leaving via B. C. ports consists of local cars on short trips to neighbouring United States points with stays limited to a few hours or a day or two at most. A further large proportion consists of short "in transit" travel through the United States of B. C. and other Canadian cars since the easiest way to reach many British Columbia towns is by United States highway. The expenditures in the United States of the above classes of motorists, which, according to estimates of local authorities, comprise about 85 per cent of the total outgoing cars, are undoubtedly much below the general average. The average expenditure rate (\$17.01) reported for cars with stays of 48 hours or less was applied to 85 per cent (182,786) of the Canadian cars proceeding outwards from B. C. ports and the average rate (\$101.46) for cars with stays of 3-60 days to the remainder, making a total estimated expenditure for Canadian motorists leaving by B. C. ports of \$6,382,000 as compared with a similar estimate of \$5,721,000 in 1935. It is to be regretted that available data do not permit a division of Canadian tourist cars into classes according to length of stay since such would enable a closer and more reliable expenditure estimate to be made.

average expenditure rate for the three classes combined was \$66.79. The average length of stay of the rail travellers who reported was 20.8 days, of the steamer travellers, 15.5 and of those travelling by the two methods combined, 26.5 days. For further details see appendix 7.

The results of the 1936 sampling confirm those of the 1935 sampling to a considerable degree. As stated last year, however, deductions from both samples are made with reservations pending the collection of further data.

Applying the average rate of \$66.79 per person to the number of Canadian rail and steamer tourists, as stated above, the resulting expenditure estimate for this class is \$23,658,000. The 1935 estimate was \$22,930,000.

(c) By Bus, Ferry, Airplane, etc. - As in the case of the corresponding classes of United States visitors to Canada, the available data upon which to base estimates of the expenditures of Canadians visiting the United States by the above modes of travel are very inadequate. Tentative estimates of \$14,000,000 for 1936 and \$12,000,000 for 1935 are made although, as stated on page 8, these are to be regarded merely as convenient arbitrary figures until more adequate data become available.

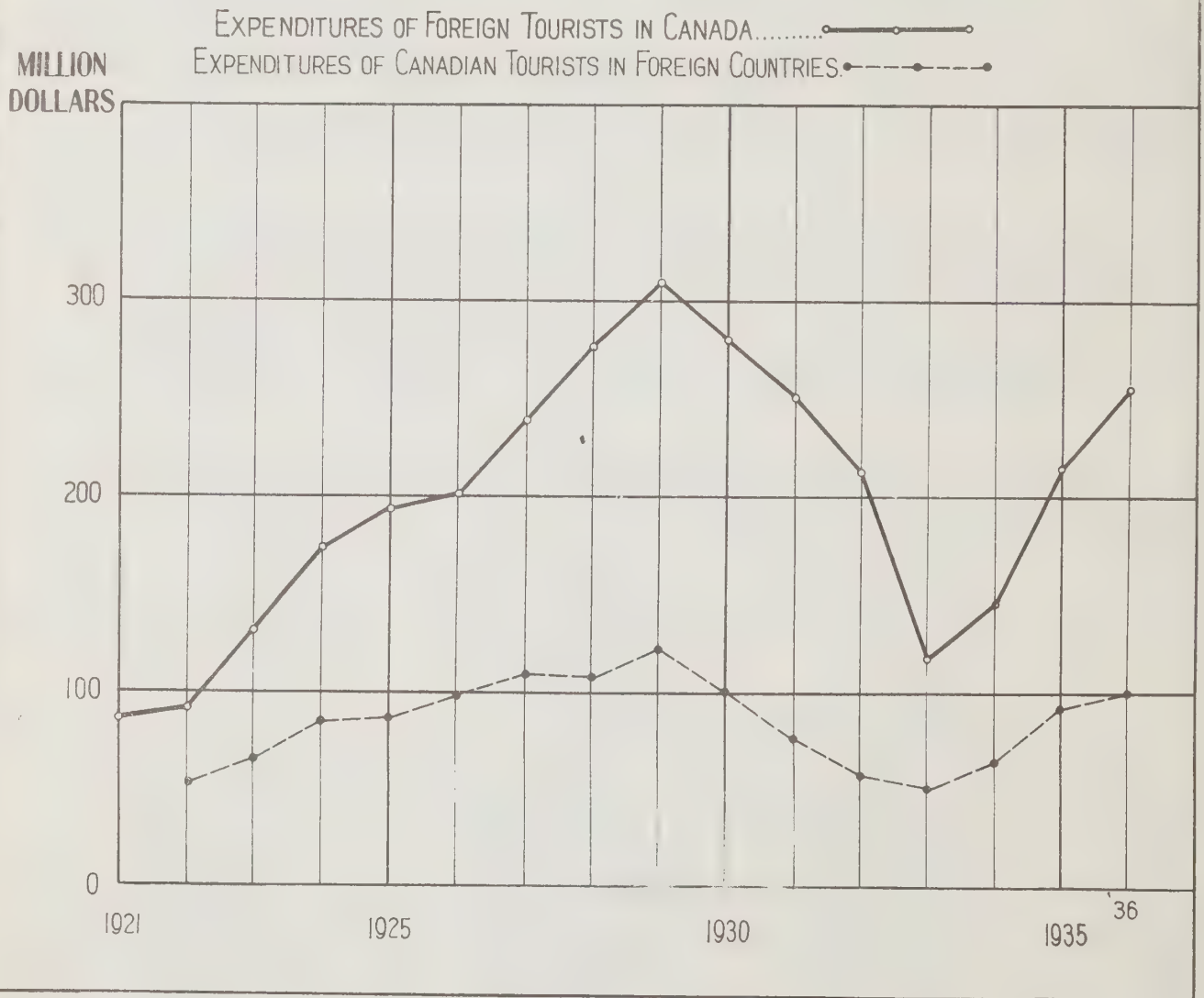
Thus the total expenditures of Canadian tourists in other countries are estimated at approximately \$99,805,000 in 1936 as compared with the revised estimate of \$91,600,000 for 1935.

The favourable balance accruing to Canada on tourist trade account in 1936 is, therefore, estimated at \$155,958,000, an increase over the previous year of around \$32,780,000.

The estimated expenditures in Canada of tourists from foreign countries as compared with the expenditures of Canadian tourists in foreign countries during the years 1924-36 are shown below.

Year	Estimated Expenditures in Canada of Tourists from Foreign Countries	Estimated Expenditures of Canadian Tourists in Foreign Countries	Excess of Expenditures of Foreign Tourists over those of Canadian Tourists
	\$	\$	\$
1924	173,002,000	84,973,000	88,029,000
1925	193,174,000	86,160,000	107,014,000
1926	201,167,000	98,747,000	102,420,000
1927	238,477,000	108,750,000	129,727,000
1928	275,230,000	107,522,000	167,708,000
1929	309,379,000	121,645,000	187,734,000
1930	279,238,000	100,389,000	178,849,000
1931	250,776,000	76,452,000	174,324,000
1932	212,448,000	57,403,000	155,045,000
1933	117,124,000	50,860,000	66,264,000
1934	145,974,000	63,658,000	82,316,000
1935	214,778,000	91,600,000	123,178,000
1936	255,763,000	99,805,000	155,958,000

TOURIST EXPENDITURES 1931-1936



APPENDIX I.

COUNTRY OF USUAL RESIDENCE OF NON-IMMIGRANT ARRIVALS VIA OCEAN PORTS.

1 9 3 6

<u>EUROPE</u>	<u>No.</u>	<u>ASIA - Con.</u>	<u>No.</u>
Germany.....	222	Siam.....	10
Austria.....	15	Syria.....	4
Finland.....	4	Philippines.....	32
Danzig.....	1	Dutch East Indies.....	148
Estonia.....	3	Singapore.....	58
Latvia.....	3	East Indies, n.O.s.....	36
Lithuania.....	3		
Luxemburg.....	3	<u>AFRICA</u>	
Belgium.....	99	Egypt.....	2
British Isles:		Africa (British).....	92
England.....	6,209	Africa (not British).....	11
Northern Ireland.....	190		
Irish Free State.....	105	<u>OCEANIA</u>	
Scotland.....	1,355	Australia.....	550
Wales.....	121	New Zealand.....	315
Lesser Isles.....	29	Fiji Islands.....	15
Iceland.....	3	Hawaii.....	195
Denmark.....	67		
Spain.....	13	<u>NORTH AMERICA</u>	
France.....	290	United States.....	317
Greece.....	8	Newfoundland.....	140
Hungary.....	14	St. Pierre and Miquelon.....	117
Italy.....	14		
Norway.....	56	<u>CENTRAL AMERICA</u>	
Netherlands.....	61	Mexico.....	4
Poland.....	13	Bermuda.....	144
Portugal.....	8	Bahamas.....	17
Roumania.....	4	Barbados.....	15
Sweden.....	20	Jamaica.....	51
Switzerland.....	52	Trinidad.....	12
Czechoslovakia.....	8	Other British West Indies....	18
Turkey.....	1	Cuba.....	3
Union of Soviet Socialist		Haiti.....	1
Republics.....	3	Other West Indies (not British)	1
Yugoslavia.....	1	Other Central American	
Other European Countries.....	1	Countries.....	7
		<u>SOUTH AMERICA</u>	
<u>ASIA</u>		Argentina.....	1
China.....	595	Guiana (British).....	6
Japan.....	498	Peru.....	4
Korea.....	8	Other South American	
Formosa.....	5	Countries.....	1
Hong Kong.....	163	Country not given.....	143
British India.....	176		
Ceylon.....	3		
Palestine.....	3		
Persia.....	4		

APPENDIX 2.

AUTOMOBILES ON 60-DAY AND 6-MONTH PERMITS ENTERING CANADA FOR TOURING PURPOSES VIA THE UNITED STATES BOUNDARY DURING 1935 AND 1936, CLASSIFIED ACCORDING TO STATE OR COUNTRY OF REGISTRATION.

State	Cars on 60-day Permits		Cars on 6-month Permits		Country	Cars on 60-day Permits		Cars on 6-month Permits	
	1936	1935	1936	1935		1936	1935	1936	1935
Alabama	581	493	-	3	Alaska	49	31	-	1
Arizona	638	453	6	6	Australia	6	1	-	-
Arkansas	418	386	7	-	Bahamas	5	4	-	-
California	26,808	18,637	66	46	Belgium	1	-	-	-
Colorado	1,929	1,463	1	4	Brazil	-	1	-	-
Connecticut	16,760	13,296	21	29	British West Indies	2	1	-	-
Delaware	901	782	2	1	Canal Zone	61	29	-	-
District of Columbia	4,968	3,729	7	9	Ceylon	1	-	-	-
Florida	4,097	3,505	41	56	Chile	1	-	-	-
Georgia	1,550	1,537	3	5	China	2	1	-	1
Idaho	1,765	1,324	13	15	Colom	2	-	-	-
Illinois	36,466	28,499	46	41	Colombia	2	-	-	-
Indiana	12,826	9,752	9	9	Cuba	37	19	-	-
Iowa	5,290	4,558	4	1	Dominican Republic	-	1	-	-
Kansas	2,416	1,929	2	1	Dutch West Indies	1	3	-	-
Kentucky	2,327	1,783	3	5	England	38	11	1	1
Louisiana	670	588	1	-	France	4	4	-	-
Maine	47,546	41,260	10	14	Germany	3	-	-	-
Maryland	4,722	3,979	11	17	Great Britain	17	7	-	-
Massachusetts	57,997	48,279	110	84	Haiti	2	2	-	-
Michigan	259,583	215,336	339	256	Hawaii	275	110	1	4
Minnesota	20,162	15,835	16	11	Holland	-	3	-	-
Mississippi	407	373	1	3	Honduras	-	3	-	-
Missouri	5,266	3,975	4	7	Hong Kong	2	-	-	-
Montana	5,609	4,355	21	7	Honolulu	6	2	-	1
Nebraska	2,179	1,789	5	2	Italy	1	-	-	-
Nevada	340	192	3	2	Jamaica	-	2	-	-
New Hampshire	17,113	14,517	2	9	Japan	1	-	-	-
New Jersey	23,373	19,912	39	41	Manila	3	1	-	-
New Mexico	314	159	-	1	Mexico	78	50	-	-
New York	289,741	241,391	197	189	Newfoundland	20	8	-	-
North Carolina	1,241	993	5	4	Panama	21	17	1	-
North Dakota	9,494	7,452	9	3	Paraguay	1	-	-	-
Ohio	61,577	46,814	115	78	Peru	4	-	-	-
Oklahoma	1,776	1,635	3	2	Philippine Islands	15	6	-	-
Oregon	6,447	4,478	12	9	Puerto Rico	17	16	-	1
Pennsylvania	51,616	38,952	107	83	Switzerland	2	-	-	1
Rhode Island	8,948	7,402	6	8	U. S. Agr.	1	1	-	-
South Carolina	485	375	-	1	U. S. Fisheries	1	-	-	1
South Dakota	1,091	837	7	-	U. S. Government	-	2	-	-
Tennessee	1,397	1,188	3	3	U. S. Army	-	1	-	-
Texas	2,770	2,492	4	5	Venezuela	1	3	-	-
Utah	1,234	872	-	-	West Indies	1	2	-	-
Vermont	99,943	85,875	3	4	Not specified	-	9	-	-
Virginia	2,889	1,820	4	2					
Washington	73,256	55,485	41	30					
West Virginia	2,282	1,666	5	4					
Wisconsin	10,601	7,931	5	6					
Wyoming	442	334	1	1					
	1,192,251	970,666	1,320	1,117		684	351	3	11

Source, Monthly Returns, Department of National Revenue.

APPENDIX 3.

VISITORS TO THE NATIONAL PARKS OF CANADA. (1)

Parks	1926-27	1927-28	1928-29	1929-30	1930-31
Banff	136,663	166,521	236,801	217,781	188,443
Buffalo	11,718	12,679	18,454	18,853	12,537
Elk Island	13,320	16,138	18,968	22,611	30,138
Fort Anne	14,000	15,000	16,000	18,000	18,000
Ft. Beausejour	-	-	-	-	11,972
Georgian Bay Is.	-	-	-	-	1,000
Glacier	3,000	3,000	1,000	1,000	1,000
Jasper	17,657	12,000	14,000	15,458	13,783
Kootenay	51,526	26,151	33,238	51,772	43,125
Mt. Revelstoke	10,000	8,000	8,800	8,000	5,000
Nemiskam	100	100	50	100	42
Point Pelee	54,500	45,400	50,100	83,200	104,000
Prince Albert	-	500	5,118	10,131	17,164
Riding Mountain	-	-	-	-	12,028
St. Lawrence Is.	20,000	20,000	18,000	20,000	15,000
(x) Vidal's Point	7,650	8,032	15,050	17,400	-
Waterton Lakes	16,237	15,547	26,002	48,592	44,827
Yoho	35,000	10,514	27,140	26,431	23,291
Total	391,371	359,582	488,721	559,329	541,350
(x) Abolished 1930.					

Parks	1931-32	1932-33	1933-34	1934-35	1935-36
Banff	183,946	139,669	132,264	142,774	143,162
Buffalo	13,461	12,527	12,631	12,992	11,133
Elk Island	29,986	39,165	47,487	53,769	44,767
Fort Anne	17,000	14,000	14,000	13,176	13,229
Fort Beausejour	12,000	5,728	5,614	4,500	3,848
Georgian Bay Is.	3,760	4,682	6,780	5,919	5,521
Glacier	1,000	1,000	1,000	1,000	1,000
Jasper	11,025	15,308	13,489	10,757	10,981
Kootenay	43,128	34,924	32,798	44,747	40,447
Mt. Revelstoke	6,000	5,000	6,000	6,000	6,024
Nemiskam	52	25	21	25	15
Point Pelee	150,380	162,785	149,380	207,892	259,040
Prince Albert	29,537	27,007	19,126	21,108	21,292
Riding Mountain	38,329	53,103	91,652	100,035	93,895
St. Lawrence Is.	15,000	15,000	15,000	15,000	12,700
Waterton Lakes	43,391	35,334	32,844	36,765	47,777
Yoho	18,220	17,093	13,688	34,319	56,963
Total	616,215	582,350	593,774	710,778	771,794

(1) Compiled by the Lands, Parks and Forests Branch, Department of Mines and Resources.

APPENDIX 4.

RETURNS FROM UNITED STATES DEPARTMENT OF COMMERCE QUESTIONNAIRES
TO UNITED STATES TOURISTS IN CANADA, 1936.

	Year	Number of Returns	Number of Days	Number of Persons	Amount Spent \$	Miles Motored
<u>MOTORISTS</u>						
48 - hour Permits		196	268	654	3,498	22,148
Average per car	1936		1.37	3.34	17.85	113.0
" " "	1935	245	1.15	3.27	16.49	186.6
24 - hour Permits						
Average per car	1934	175	1	2.99	9.23	171.5
" " "	1933	113	1	2.90	7.63	186.5
" " "	1932	165	1	3.30	11.95	180.9
" " "	1931	116	1	3.00	13.28	123.9
" " "	1930	200	1	3.55	13.61	109.7
" " "	1929	140	1	3.17	15.74	111.2
" " "	1928	94	1	3.40	15.33	-
60 - day Permits		583	3,884	1,748	43,842	383,614
Average per car	1936		6.66	3.0	75.20	658.0
" " "	1935	963	7.42	3.07	96.57	615.2
" " "	1934	818	6.31	2.99	72.32	559.4
" " "	1933	479	5.67	2.83	59.80	487.3
" " "	1932	692	8.26	3.01	106.25	584.3
" " "	1931	621	5.88	2.99	101.83	551.4
" " "	1930	913	5.64	3.08	110.39	468.8
" " "	1929	569	6.08	3.17	144.60	487.8
" " "	1928	1,200	9.62	3.20	156.35	-
6 - month Permits		5	325	17	2,250	11,700
Average per car	1936		65.0	3.4	450	2,340
" " "	1935	11	27.64	3.45	430.09	927.9
" " "	1934	9	35.44	3.66	422.22	2,416.7
" " "	1933	14	43.50	3.00	234.07	1,300.0
" " "	1932	13	85.08	4.00	581.92	1,432.2
" " "	1928	27	72.60	2.81	560.00	-
<u>OTHER MOTORISTS</u>						
<u>RAIL</u>		495	7,274	735	35,821	
Average	1936		9.9		48.74	
	1935	1,292	13.71	1,882	60.91	
<u>STEAMER</u>		76	785	130	6,162	
Average	1936		6.0		47.40	
	1935	656	7.75	1,048	52.93	
<u>RAIL AND STEAMER</u>		111	1,575	204	16,258	
Average	1936		7.7		79.70	
	1935	152	14.08	208	89.88	

APPENDIX 5.

RESIDENTS OF CANADA COMING TO THE UNITED STATES 1936, JUNE-OCTOBER. (SUNDAYS AND WEDNESDAYS) (1)

Method of Transportation	Perm. Imm.	Commuters				Visitors - No cards				Total and Percent
		Working Aliens	US. Cs.	Intermittent Aliens	US. Cs.	Aliens Over 24 hours	US. Cs.	Aliens Less than 24 hrs.	US. Cs.	
Automobile	463	28,104	10,124	5,242	4,474	88,634	9,631	524,230	27,386	698,288 77.9
Ferry	100	9,206	3,912	1,313	1,100	11,445	842	114,293	4,124	146,355 16.3
Foot & Misc. Conveyances	-	-	-	-	-	402	36	20,451	176	21,065 2.3
Steamer	127	-	-	2	-	6,686	172	13,748	33	20,768 2.3
Train	62	11	5	33	9	5,174	319	1,658	86	7,357 .8
Stage	14	-	-	1	-	1,992	35	1,036	26	3,104 .4
Air	-	-	-	-	-	6	-	4	-	10
Private Yt.	-	-	-	-	-	-	1	-	-	1
TOTAL	766	37,321	14,041	6,591	5,583	114,339	11,036	675,420	31,831	896,928
Per Cent	0.1	4.2	1.6	0.7	0.6	12.7	1.2	75.3	3.6	100.0

(1) Sampling conducted by the United States Immigration Service.

APPENDIX 6.

RETURNS FROM DOMINION BUREAU OF STATISTICS QUESTIONNAIRE TO CANADIAN TOURISTS WHO TRAVELLED TO THE UNITED STATES BY AUTOMOBILE, 1936.

	Days	Persons	Total Ex- penditure	Merchandise Declared		Miles motored in the United States
				Non- dutiable	Dutiable	
			\$	\$	\$	
Cars which remained in the United States 48 hours or less						
First 100 returns.....	147	289	1,667	105	34	18,940
Second 100 returns.....	135	325	1,628	197	21	13,681
Third 100 returns.....	155	310	1,812	43	53	27,423
Last 88 returns.....	140	281	1,494	84	12	11,393
Total 388 returns.....	577	1,205	6,601	429	120	71,440
Ave. 388 returns, 1936....	1.49	3.10	17.01	1.10	0.31	184
" 330 returns, 1935....	1.54	3.27	15.11		0.19	262
" 230 returns, 1934....	1	3.8	8.74		0.13	97
" 225 returns, 1933....	1	3.84	6.58		0.12	98
" 128 returns, 1932....	1	3.96	5.64		0.08	96
" 235 returns, 1931....	1	3.72	5.90		0.26	83
" 359 returns, 1929....	1	3.92	6.79		0.21	60
Cars which remained in the United States from 3-60 days -						
First 100 returns.....	970	367	11,513	1,125	79	84,108
Second 100 returns.....	708	386	9,915	847	35	67,644
Third 100 returns.....	761	307	8,531	1,162	13	76,818
Fourth 100 returns.....	777	286	8,543	1,057	-	91,484
Fifth 100 returns.....	742	336	9,505	1,221	122	89,872
Sixth 100 returns.....	777	312	9,086	859	40	101,031
Seventh 100 returns.....	989	346	11,792	1,111	33	175,611
Eighth 100 returns.....	812	315	10,083	1,030	-	87,531
Ninth 100 returns.....	936	312	9,323	1,016	107	154,898
Last 39 returns.....	406	125	6,983	662	17	43,699
Total 939 returns.....	7,878	3,092	95,274	10,090	446	972,696
Ave. 939 returns, 1936....	8.39	3.29	101.46	10.74	0.47	1,036
" 825 returns, 1935....	8.89	3.24	97.08		0.79	1,121
" 900 returns, 1934....	7.10	3.39	74.32		1.26	874
" 878 returns, 1933....	6.73	3.48	68.73		1.01	873
" 417 returns, 1932....	7.07	3.47	79.78		.63	856
" 453 returns, 1931....	7.98	3.14	95.66		2.43	1,118
" 1,166 returns, 1929....	8.17	3.50	119.64		1.85	957
Cars which remained in the United States more than 60 days -						
3 returns.....	269	11	3,005	130	200	3,800
Ave. 3 returns, 1936....	89.7	3.67	1,002	43.33	66.67	1,267
" 3 returns, 1935....	84.6	3.3	1,155		-	6,200
" 2 returns, 1934....	115.0	5.0	1,000		51	2,500
" 2 returns, 1933....	88.0	3.0	1,650		250	6,000
" 3 returns, 1932....	68.0	3.7	1,875		83	4,666
" 5 returns, 1931....	96.7	2.7	2,184		127	6,000
" 5 returns, 1929....	90.8	3.0	2,151		162	9,240
Total 1,330 returns, 1936....	8,724	4,308	104,880	10,649	766	1,047,936
Ave. 1,330 returns, 1936....	6.56	3.24	78.86	8.01	0.57	788
" 1,158 returns, 1935....	6.99	3.24	76.46		0.62	889
" 1,132 returns, 1934....	6.05	3.48	63.53		1.11	719
" 1,105 returns, 1933....	5.71	3.56	58.94		1.19	724
" 548 returns, 1932....	5.98	3.59	72.29		0.95	699
" 691 returns, 1931....	5.99	3.34	74.20		2.23	787
" 1,530 returns, 1929....	6.76	3.6	99.80		1.99	778

APPENDIX 7.

RETURNS FROM DOMINION BUREAU OF STATISTICS QUESTIONNAIRE TO CANADIAN TOURISTS TO THE
UNITED STATES WHO TRAVELLED BY RAIL OR STEAMER, 1936.

Mode of Travel	Number of Persons	Length of Stay Days	Total Ex- penditure \$	Average Length of Stay Days	Average Ex- penditure during Stay \$	Average Ex- penditure per person per day \$
<u>RAIL</u>						
First 100 returns	131	5,213	18,832	39.79	143.76	3.61
Second " "	141	5,670	20,208	40.21	143.32	3.56
Third " "	140	2,586	10,774	18.47	76.96	4.17
Fourth " "	138	1,783	5,701	12.92	41.31	3.20
Fifth " "	145	2,405	6,002	16.59	41.39	2.50
Sixth " "	138	1,572	4,844	11.39	35.10	3.08
Seventh " "	142	2,268	7,328	15.97	51.61	3.23
Eighth " "	146	1,832	6,248	12.55	42.79	3.41
Total 800 returns	1,121	23,329	79,937	20.81	71.31	3.43
" 427 returns in 1935	593	10,557	39,817	17.80	67.15	3.77
<u>STEAMER</u>						
First 100 returns	152	2,733	4,935	17.98	32.47	1.81
Last 34 "	51	405	1,200	7.94	23.53	2.96
Total 134 returns	203	3,138	6,135	15.46	30.22	1.96
" 71 returns in 1935	96	981	2,909	10.22	30.00	2.97
<u>RAIL AND STEAMER</u>						
55 returns	72	1,905	7,168	26.46	99.55	3.76
27 returns in 1935	37	938	2,724	25.35	73.62	2.90
<u>TOTAL RAIL, STEAMER AND COMBINATION OF</u>						
989 returns in 1936	1,396	28,372	93,240	20.32	66.79	3.29
525 " " 1935	726	12,476	45,450	17.18	62.60	3.64

APPENDIX 8.
RETURNS FROM DOMINION BUREAU OF STATISTICS QUESTIONNAIRE TO CANADIAN TOURISTS TO OVERSEAS COUNTRIES, 1935.

	Length of Stay Days	Expenditures		Merchandise on which Duty Paid	Steamship Fare and Incidental Expenditures Aboard Ship			
		Total	United Kingdom		Other Countries	Total		
						Canadian	British	Foreign
		\$	\$	\$	\$	\$	\$	\$
First Class								
First 100 persons	6,147	112,222	63,345	29,542	3,638	18,837	7,402	8,103
Last 29 "	2,303	41,439	22,885	11,819	480	7,677	3,322	600
Total 129 "	8,450	153,661	86,230	41,361	4,118	26,514	10,724	8,703
Average "	65.50	1,191.17	668.45	320.63	31.92	205.53	83.13	67.47
Average 103 " in 1933	72.57	1,001.78			28.41	341.22		
Cabin Class								
First 100 persons	7,235	74,504	50,134	10,876	1,479	13,569	11,395	2,120
Last 34 "	2,810	29,695	17,727	7,575	140	4,072	5,416	700
Total 134 "	10,045	104,199	67,861	18,451	1,619	17,641	16,811	2,820
Average "	74.96	777.60	506.43	137.69	12.08	131.65	125.46	21.04
Average 182 " in 1933	71.07	674.13			13.29	227.05		
Tourist Class								
First 100 persons	7,418	52,767	33,278	10,158	378	9,365	10,159	1,415
Second 100 "	7,461	52,423	29,076	10,446	366	11,644	8,115	1,857
Third 100 "	7,103	57,149	31,494	14,065	469	12,105	6,710	1,490
Fourth 100 "	7,179	49,671	30,171	9,008	230	11,914	6,405	2,018
Last 50 "	5,475	24,733	15,805	3,238	168	5,462	4,716	390
Total 450 "	32,636	236,743	139,824	46,915	1,611	50,490	36,105	7,168
Average "	72.52	526.10	310.72	104.26	3.58	112.20	80.23	15.93
Average 777 " in 1933	70.19	465.24			4.62	175.35		
Third Class								
First 100 persons	8,221	35,775	23,126	2,992	233	8,693	5,912	1,072
Second 100 "	7,273	32,760	22,131	1,955	444	7,993	5,507	608
Third 100 "	8,177	35,421	23,034	5,145	139	7,051	6,525	2,023
Last 74 "	5,714	21,842	14,056	2,152	132	5,209	5,355	821
Total 374 "	29,385	125,798	82,347	12,244	948	28,946	23,299	4,524
Average "	78.57	336.36	220.18	32.74	2.53	77.40	62.30	12.10
Average 589 " in 1933	76.48	310.45			1.64	131.83		
Miscellaneous								
Total 26 persons	1,957	11,445	7,710	3,296	176	269	2,233	1,650
Average "	75.27	440.19	296.54	126.77	6.77	103.46	85.88	63.46
Tourist, Third and Miscellaneous								
Total 850 persons	63,978	373,986	229,881	62,455	2,735	79,605	61,637	13,342
Average "	73.27	439.98	270.45	73.48	3.22	93.77	72.51	15.70
Average 1,364 " in 1933	72.90	398.63			3.34	156.62		

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CANADA

DEPARTMENT OF TRADE AND COMMERCE

DOMINION BUREAU OF STATISTICS

INTERNATIONAL PAYMENTS BRANCH

CANADA'S

INTERNATIONAL TOURIST TRADE

1926 -- 1942



OTTAWA
1944

Price 25 cents



FOREWORD

The estimation of travel expenditures presents particularly difficult problems for the statistician. The vast numbers of persons concerned and the variety of objects of expenditure create an exceedingly heterogeneous group of transactions to be covered, and the necessity of economy and the avoidance of inconveniencing the tourist preclude the use of elaborate questionnaires.

The present estimates of tourist expenditures are the result of greatly improved basic sources of data. The new information has been made possible by the cooperation of the Customs Division of the Department of National Revenue and the Immigration Branch of the Department of Mines and Resources with the Dominion Bureau of Statistics. By coordinating statistical and administrative requirements satisfactory statistical information and administrative records have both been produced.

The new procedures were introduced and developed in 1940 and 1941 in the Internal Trade Branch under the direction of Mr. H. Marshall, B.S., F.S.S., assisted by Mr. J. M. Coyne, B.A. This report was prepared under the direction of Mr. C. D. Blyth, B.A., Chief, International Payments Branch.

S. A. Cudmore.

S. A. Cudmore,
DOMINION STATISTICIAN

Dominion Bureau of Statistics,
OTTAWA, February 15, 1944

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CANADA'S INTERNATIONAL TOURIST TRADE

Introduction

Tourist expenditures shown in this report cover the international expenditures of travellers from other countries in Canada and of Canadians travelling outside of Canada. The estimates accordingly cover the expenditures entering into the Canadian balance of international payments but do not include outlays arising from interprovincial traffic or travel originating within the provinces. Total expenditures on travel and recreation in Canada would cover a much broader area of activity than it appears possible to measure with much degree of accuracy as such outlays are very widely dispersed. The international tourist trade is more readily estimated as statistics are available on the volume of international traffic and information on expenditures can be collected more readily than is the case with the internal trade.

Tourist expenditures have a prominent place in Canada's international accounts as the level of foreign tourist expenditures in Canada, particularly of those from the United States is so much higher than the level of Canadian expenditures in the United States and elsewhere that there is a substantial balance in favour of Canada ranging from \$90 million in the peak year of 1929 to \$45 million in 1933. This provides the Dominion with substantial amounts of current income in the form of foreign exchange available for meeting such external liabilities as those arising from imports of merchandise, payments of interest and dividends and other services and maturing debts. A significant aspect of Canada's tourist income is its high United States dollar content since in its relations with the United States that Canada has customarily a current account deficit. This feature has been particularly important during the period of foreign exchange control introduced at the start of the war.

Tourist expenditures are also an important factor contributing to employment in Canada. Besides being the principal stimulus to activity in some regions of Canada which are dependent upon tourism, these outlays also contribute to the demand for existing facilities elsewhere in the country. This demand is widely dispersed throughout the Dominion, being distributed on transportation of all kinds, meals, hotel rooms and other lodging, groceries, retail merchandise, fishing and hunting guides and many other types of service.

Travel between Canada and the United States is very highly developed. Both countries enjoy a high standard of living with the resulting surplus income available for travel by private automobile or other means. The proximity of the two countries, the well established line of north and south communications, and the close business and social relationships all contribute to heavy movements of people across the Canada-United States border. The convenience of attractive recreational regions in Canada to heavily populated areas in the United States and the attractions of urban centres in the United States for many Canadians are typical factors producing large movements in both directions.

Both public and private enterprise have actively promoted travel to Canada. Governments, transportation companies, automobile associations, hotels, travel bureaus and many municipal and other private organisations have advertised Canada's tourist facilities abroad and provided assistance to tourists while they are in Canada. Since 1934, the Canadian Government Travel Bureau, established by the Dominion Government, has undertaken travel promotion in cooperation with other Canadian travel and publicity agencies.

Because of the close relationships between Canada and the United States the movement of people across the border is very heavy and very heterogeneous. Both of these factors complicate the estimation of the tourist trade. In 1959, according to the count made by Canadian Immigration Officers, the total number of entries into Canada from the United States exceeded 29 million persons of which total about 16.5 million were residents of the United States and 12.5 million were residents of Canada. These impressive totals should not be taken as representative of tourist movements in the more limited sense however. A large proportion of traffic arises from the close economic and social relations between many communities situated close to the border. At many points along the border persons cross and recross daily in connection with their work. The Windsor-Detroit region is an area where there is a particularly heavy interurban movement. At other points where an interdependence has developed between communities on both sides of the border, the relationships are even closer and persons on one side normally depend upon facilities located on the other. St. Stephen, New Brunswick and Calais, Maine provide a good example of close community contacts. Then, too, almost everywhere along the border there are social relationships and other local movements. One of the tasks in estimating tourist expenditures is to make some segregation of this large volume of casual local traffic which has a distinct character as regards expenditures in order to arrive at the other movements which contain most of the longer term travellers. But even the expenditures of longer term travellers do not fall into any common pattern. Many kinds of business travel fall into this group as do the great variety of persons travelling for recreation attracted by the numerous facilities for recreation in Canada.

The means of crossing the border are numerous and data available on traffic separate the entries by automobile, rail, boat, long distance bus, airplane, etc. This is consequently the line of approach followed in estimating expenditures. The most significant movement in the period covered by this report has of course been the automobile movement. Local short term auto traffic has been consistently very heavy. The cars entering Canada on customs permits, which represent the most flexible part of the tourist traffic, include an important group of the longer term tourists entering Canada for an extended holiday. But only a portion of this permit traffic is made up of these long term tourists however as large numbers of cars entering Canada for a day or two also enter on customs permits. Railway traffic has always been a substantial source of tourists and during the later years of the war has become relatively more important. Boat traffic is quite heterogeneous and very seasonal in most parts of Canada. Long distance bus and air traffic both have distinct characteristics. The former results in lower expenditures on average than rail travellers whereas the latter typically shows a higher average expenditure and is probably employed more for business than recreational purposes. The largest group of traffic in point of volume but representing small per capita expenditures is the casual local traffic which crosses the border on local buses, on ferries or as pedestrians. This is the group which contains a large part of the normal flow of persons between border communities but only represents a relatively small part of the total expenditures. The remaining group of tourists, those from overseas countries, while relatively small in number spends a large amount on average.

An outstanding characteristic of United States expenditures in Canada is the extent to which these originate in a relatively small part of the gross movement of persons to Canada. While the heavy movement of casual local traffic represents the major portion of the volume it only accounts for a minor part of the expenditures. Thus in 1941, for example, over 86 per cent of the persons entering Canada from the United States account for only about 20 per cent of the expenditures. The remaining 14 per cent or about 2,114,000 persons were responsible for 80 per cent of the expenditures or an estimated \$85.6 million. This division of the traffic clearly emphasizes the importance of the longer term tourists from the point of view of expenditures. Even a relatively moderate increase in the number of this type of traffic would lead to much larger revenue. When the number of these tourists with more significant averages of expenditures is considered in relation to the population of the United States the potential volume of the traffic seems large. With levels of incomes in the United States substantially higher than those experienced before the war under conditions free from the numerous influences restricting travel which have been present during the war-time period there would be a very favourable background for travel to Canada. A combination of such favourable conditions after the war would provide good grounds for expecting a substantial growth in the volume of United States expenditures in Canada.

Canadian travel in the United States and overseas also customarily gives rise to a large volume of expenditures although during the war the traffic has been sharply reduced as a result of official restrictions on pleasure travel designed to conserve United States dollars for the more essential purposes of the war. Canadian travel normally presents as variegated a pattern as does foreign travel in Canada. There is a luxury aspect to this travel in normal times which stands out in particular. Travel to overseas countries is predominantly of this kind as well as a large part of the travel to metropolitan centres and resorts in the United States. Winter visits to the Southern States are typical examples of this. There is also a large amount of business travel arising from close business relations between the two countries and a considerable amount of travel for such purposes as visits to relatives and health and educational services. As in the case of American travel to Canada, however, a large portion of the total movement of Canadians to the United States is customarily of a local casual character.

REVIEW OF PERIOD, 1926 - 1942.

New revised estimates of international travel expenditures are shown in Tables I to III. The new sources of information which have made it possible to present revised statistics are described in the section "Sources of Statistical Information". The most important change in the estimates over those published before the war has been the substantial reduction in the level of United States expenditures in Canada.

As is to be expected there have been some quite marked fluctuations in the volume of tourist expenditures during the period. The most prominent factors influencing changes in the volume of expenditures have been the fluctuations in the degree of business activity and the general levels of incomes in the United States and Canada. The relationship between these factors and the volume of expenditures has been fairly evident in most years with the exception of the war-time period which has been subject to restrictive influences arising mainly out of shortages and other temporary factors. United States expenditures in Canada have borne a discernably close relationship to the national income of the United States and Canadian expenditures in the United States have usually fluctuated in accordance with Canadian

incomes. The period of expansion and activity in the late 1920's is reflected in very high levels of tourist expenditures while the subsequent years are accompanied by lower levels with some recovery in the latter half of the 1930's.

But besides these general relationships there have been some secular factors influencing the volume of expenditures. The higher levels of prices in the earlier part of the period followed by the large declines in the 1930's had an important influence on the volume of expenditures. The growing number of automobiles in use in Canada and the United States, the improvements in highways and the accompanying general decline in railway travel from the high levels of the early 1920's was another group of influences varying throughout the period. Other factors present but difficult to appraise were those connected with changing tastes in travel and recreation. The reduction in the amount of overseas travel by Canadians and Americans from the high levels of the 1920's with its corresponding effects on the expansion of travel in North America are among these changes in background which are more obscure. It is notable that United States expenditures in Canada in the late 1930's represented a higher proportion of total United States expenditures abroad than they did in the 1920's.

United States expenditures in Canada have consistently exceeded Canadian expenditures in the United States by a large balance each year as is shown in Table III. The balances, however, have fluctuated less than the volume of total United States expenditures in general. These fluctuations are the very same fluctuations of some other items in Canada's balance of payments, particularly the merchandise trade, the net income from the tourist trade shows a relative stability. This relative stability arises partly from the fact that payments for goods and services and payments to move in the same direction with the result that the change in the balance from one year to another is usually less than the annual change in total expenditures. While there have been exceptions to this tendency there have not been frequent and appear to have been the result mainly of instances of divergent trends in economic activity in Canada and the United States.

A large part of the Canadian expenditures overseas were in the United Kingdom although expenditures in continental Europe were also substantial as well as outlays in the West Indies and other parts of the world. The cost of ocean fares on British and foreign ships accounts for a considerable part of total expenditures. The estimated expenditures of travellers from overseas in Canada cover passenger fares paid to Canadian ships as well as expenditures within Canada itself. The net debits on travel account with overseas countries were considerably larger in the years up to 1930 than they have been in any subsequent year. While receipts from overseas travellers in the post depression period reduced expenditures on overseas did not replace the deficit completely before the war and the result that the debit balance was considerably reduced in later years.

Canada has had a large credit balance from the total tourist trade with all countries consistently throughout the period from 1926 to 1942 varying from \$90 million in 1929 to \$45 million in 1933 and \$68 million in 1939. In each year until 1940 this balance was less than the credit balance from the trade with the United States alone by the extent of the debit balance with overseas countries. In 1940 and 1941 the credit balance with all countries was slightly higher than the balance with the United States alone but the slight credit balance in the account with overseas countries.

UNITED STATES EXPENDITURES IN CANADA 1926 - 1942

Four fairly distinct periods between 1926 and 1942 are evident when the volumes of expenditures are examined. The first period from 1926 to 1931 marks the period of highest expenditures although by 1931 the level had fallen off considerably from the peak of \$184 million in 1929. These years mark a period of expansion in the automobile traffic as Canadian highways and facilities for entering Canada were progressively improved. The number of automobiles owned in the United States also expanded during these years. It is notable that while the expenditures of automobile tourists declined only slightly in 1930 and 1931 there were sharp contractions in the expenditures of rail and steamer travellers in these two years while in the earlier years expenditures arising from the rail traffic were at much higher levels than were attained in any subsequent years in the period to 1942. These years of large travel expenditures, of course, coincide fairly closely with the expansive period in the United States, culminating in 1929, with the high incomes and liberal spending which accompanied it. The substantial level of expenditures in 1931 is of particular interest, however, since incomes in the United States had contracted considerably by that year although it should be noted they were still well above the low levels reached between 1933 and 1934. Another factor contributing to the high volume of expenditures between 1926 and 1931 was the higher level of prices during that period in contrast to price levels in subsequent years.

American tourist expenditures in Canada were at depressed levels in the period from 1932 to 1935, although the two latter years of the period showed some moderate recoveries from the lowest point reached in 1933. Variations in the relative distribution of expenditures of automobile and rail and steamer travellers during these years were light.

Recovery first became marked in 1936, and reached a high level of \$149 million in 1937, coinciding with general economic recovery in the United States. In the two succeeding years the volume receded somewhat but was still well above the levels of the depression years. This pre-war period of from 1936 to 1939 had annual average expenditures of \$137 million compared with annual average expenditures of \$157 million in the period from 1926 to 1931. When allowance is made for the lower level of prices in the 1936-39 period the annual average expenditures point to not incomparable volumes of trade in the two periods. Rail and steamer travel in particular, however, never approached the pre-depression levels and there appears to have been generally less expenditures of the luxury type in the later period.

The three war-time years covered in the comparison 1940-1942 constitute a distinct period because of the various special influences contracting tourist movements. The traffic in 1940 became sharply reduced in the early summer following the introduction of American passport regulations. There was also propaganda with adverse effects upon the tourist trade which was attributed to enemy sources. Trade in 1941 showed some recovery but the border crossing regulations were still a deterring factor. In 1942 expenditures declined sharply with the shrinkage in automobile traffic accompanying the curtailment in the use of automobiles for extended trips and the introduction of gasoline rationing.

United States expenditures in Canada have fluctuated from a record level of \$184 million in 1929 to low levels of \$81 million in 1933 and \$79 million in 1942. Changes from year to year were much less abrupt than these ranges suggest,

however. Changes from one year to the next were generally relatively moderate compared with the drastic declines which occurred in 1932 and 1940. The decline of \$38 million from 1931 to 1932, besides being a reflection of the reduced level of incomes in the United States was accentuated since the volume of expenditures in 1931 had been well maintained. The sharp decline from \$157 million in 1939 to \$93 million in 1940 is generally attributed to the effects of the introduction of the border crossing regulations in July 1940 and to adverse propaganda. Annual increases in expenditures have been largest in periods when incomes in the United States were expanding, notably in 1925 and 1929, and during such recovery years as 1936 and 1937.

CANADIAN EXPENDITURES IN THE UNITED STATES 1920 - 1942

Canadian expenditures in the United States during the years under review display trends generally comparable to those followed by United States expenditures in Canada. In each year, however, the volume of outlays by Canadians was much less than the volume of United States expenditures. These have ranged from about half to less than a third of the United States expenditures in Canada, with the exception of 1941 and 1942 when Canadian expenditures on non-business travel were limited by foreign exchange regulations and the ratio was consequently still lower. Canadian expenditures in the United States are, however, relatively much greater than United States expenditures in Canada in relation to both population and national income.

Canadian expenditures in the United States have generally fluctuated in accordance with income in Canada. Expenditures were at their highest levels in the years from 1911 to 1930. This period was followed by the lower levels of the depression years. The lowest points occurred in 1932 and 1933 when expenditures shrunk to \$25 million a year. Besides the Canadian national income being at its lowest level in those years there was the additional deterring factor of a high premium on United States dollars in Canada throughout 1932 and during the winter and early summer of 1933. In 1932 the average premium was 13.3 per cent and in 1933 the percentage average was 9.5 per cent. It was not until 1937 that the volume of expenditures again approached the level of 1930. In the two succeeding years it increased slightly but was still below the peak of 1939 although when allowance is made for price differences it would appear that the actual volume of trade in the period from 1937 to 1939 was considerably higher than in the years preceding 1936.

The war has led to a curtailment of Canadian expenditures in the United States. In July 1940 in order to conserve Canada's supply of United States dollars for more essential uses, the Canadian government under the Foreign Exchange Control Act placed restrictions upon pleasure travel involving the use of United States dollars. Since then Canadian expenditures in the United States have mainly represented expenditures for such purposes as business and official trips and travel for reasons of health. The low levels of Canadian expenditures in the years from 1940 to 1942 are a reflection of this measure. The total for 1940 includes outlays for pleasure travel in the first half of the year and is consequently considerably higher than expenditures in 1941 and 1942.

SOURCES OF STATISTICAL INFORMATION

Very marked improvements in estimating international tourist expenditures have been made in recent years. Through the co-operation with the Dominion Bureau of Statistics of the Customs Division of the Department of National Revenue and the Immigration Branch of the Department of Mines and Resources, new methods of accounting

Tourist expenditures, first introduced in 1940, have resulted in a greater volume of more uniform and reliable data. In 1941 a more extensive classification of tourist expenditures was introduced. Progress was made, especially, in the estimation of the expenditures of automobile tourists. A more uniformly classified count of the automobile tourists was obtained as a basic record of traffic. In addition, much larger and more representative samples of tourist expenditures were collected. For example, in 1941 10 per cent of all the United States motorists entering Canada on "Travelers" Vehicle Permits reported their total expenditures in Canada, at the same time a sample of approximately 44 per cent was obtained from short-term, local United States tourists crossing into Canada. Virtually all of the expenditures of Canadian motorists in the United States were also covered by vehicle sales averaged 37 per cent of the total traffic.

The new information accumulated in recent years has disclosed that earlier estimates of tourist expenditures originally published before the war substantially overestimated the volume of expenditures especially in the case of United States motorists in Canada. While detailed administrative records of traffic had been available for a long period, information on expenditures was more limited. The inadequacy of the samples available before the war is indicated by their size. In few years did any of the samples exceed 1 per cent of the traffic, a striking contrast with the high percentages of returns now being obtained. The pre-war samples were consequently not sufficiently representative to apply to such a heterogeneous movement as the automobile traffic across the border. Since they were compiled for administrative purposes the statistical records of the traffic were available only for very broad diverse groups of cars and accordingly did not include the categories of tourists which were significant for statistical purposes.

For example, the number of Travellers Vehicle Permits issued to American automobiles for periods up to 30 days and up to 3 months were compiled. But these permits included cars travelling beyond the jurisdiction of the port of entry, or remaining in Canada more than 30 days or leaving the country by another port than the one by which they entered. The totals of permits issued consequently included many cars spending only a short time in Canada. Among these short term cars, for instance, were many American cars crossing from Western Canada in transit between such centres as Detroit and Seattle. The small sample of expenditures obtained from cards issued to United States motorists when they re-entered the United States was not large enough to adequately represent the diverse traffic covered by the totals of Customs Tourist Permits.

It was not until the new information obtained first in 1941 from the introduction of a voluntary question on expenditures as part of each Customs Auto Permit was available that a satisfactory sample could be obtained. Similarly great progress has been made in covering the expenditures of the non-permit automobile traffic and of Canadian motorists travelling in the United States. The results of the new procedure in connection with automobile travel are described in more detail in the section on the automobile traffic which follows later in this report.

Improvements have also been made in the estimation of the expenditures of other classes of travel between Canada and the United States. Separate statistics of the volume of travel by rail, train and by boat have been compiled by the Immigration Branch of the Department of Mines and Resources since 1937 by counts made by officers at the border ports. With certain adjustments these records are used in estimating expenditures. The sampling of expenditures is conducted under the direction of the United States Department of Commerce by the U. S. Immigration and Naturalization Service in the case of American traffic to Canada. Since 1940 a record of travel by long distance bus and by aeroplane has also been compiled by

the Canadian Immigration authorities and information on expenditures is similarly obtained by the distribution of post-card questionnaires at regular intervals to United States travellers returning by these means as in the case of rail and boat travel. In the case of Canadian travel to the United States by these means, the sample of expenditures is obtained from post-card questionnaires distributed by Canadian Immigration officers to returning Canadians. In 1947, these particular samples were greatly improved by much larger returns resulting from the more frequent distribution of cards by the Canadian officers.

But even with the general improvements noted above, the samples of expenditures covering both Canadian and United States non-automobile traffic are still small in comparison with the large percentages of the automobile traffic which are now covered by direct returns on expenditures. There is, however, generally more homogeneity in each kind of traffic than in the case of the automobile movements and records of traffic have been adjusted to allow for such special factors as the increased traffic by rail across South-Western Ontario. In the case of the most heterogeneous of these groups of traffic, the local traffic, special samples are applied to various special classes of the total traffic which varies markedly both regionally and seasonally.

The remaining group of travel between Canada and the United States by other means of transportation is large in volume but mainly local in character. Casual visitors entering Canada by land travel, as ferry passengers, or as pedestrians make up most of the total. While there is considerable long distance travel included in this heavy movement of people, the main business lies in the close social and economic relationships existing between many communities lying close to the border. The principal source of information on the volume of this traffic is provided by the statistics of the volume of entries into Canada compiled by the Canadian Immigration authorities. By deducting the volume of traffic by automobile, rail, boat, long distance bus and airplane from the gross traffic, this residual traffic of "other travellers" is obtained. Available information on their expenditures points to very low averages per person but the large volume of traffic produces an appreciable total of expenditures.

Before the war interrupted overseas travel, expenditures arising from it were substantial. The record of the traffic entering Canadian ocean ports has been compiled from data collected by the Canadian Immigration officers at the ports. Overseas traffic via United States ocean ports has been covered by U.S. Immigration and Naturalization Service records for a number of years. The expenditures of Canadian tourists overseas have been estimated from returns on expenditures received from passport applicants. Separate samples were used for each class of ocean travel. While the returns on expenditures only cover a portion of the total tourists, the overseas movements are less heterogeneous than movements of people across the Canada-United States border. The expenditures of tourists from overseas countries in Canada are estimated on the basis of deductive data at averages generally higher than the averages used in estimating Canadian expenditures overseas. Included in these credits are passenger fares paid to Canadian shipping companies.

With the improved information on international tourist expenditures which has been accumulated in recent years, it has been possible to revise estimates of tourist expenditures in the pre-war years as far back as 1926. The records of traffic during the period have been used as a basic measure of the volume of the traffic. Expenditures have been estimated by applying to this record averages of expenditure considered to have been representative of each of the classes of traffic for which records of volume were available. The averages of expenditures used bear a close

relation to the average expenditures from the comprehensive data collected in recent years. They vary from year to year, however, in accordance with the trends evident from the sample of expenditures collected during the pre-war period, general economic conditions, and other evidences of a changing background affecting the tourist trade. The estimates for the years prior to 1940 therefore have a less substantial basis than those for later years. Nevertheless it is believed that they are fairly representative of the general volume of expenditures during the period.

AUTOMOBILE TRAFFIC TO CANADA IN 1941

As indicated above, the most marked progress has been made in securing a representative analysis of the automobile traffic in recent years. The first year for which a detailed analysis is provided by the new procedure is 1941. While the same detail is now available for later years, as well, the volume of traffic concentrated so in 1941 with the introduction of gasoline rationing and the general curtailment in the use of automobiles that 1941 is more comparable to a "typical" year than either 1942 or 1943. Results for 1941 are accordingly presented here. But in 1941 also it should be noted that there were many special influences arising out of the war which affected the traffic so that it cannot be considered entirely typical of traffic in pre-war years. But while the volume of traffic in 1941 was lower than in the years immediately preceding the war, as is shown in Table IV, it was probably still sufficiently comparable to reveal the general delineation of the automobile trade before the war.

Of all the visitors to Canada from the United States, by far the most numerous and most diverse are those travelling by motor car. These motor travellers are divided for statistical purposes into three groups, in accordance with the three methods used by the Canadian customs in permitting their entry into Canada. The two most important of these groups are described as "Non-Permit Local Traffic" and cars travelling on "Traveller's Vehicle Permits".

Non-Permit Local Traffic consists of cars which are not required to take out formal Customs permits and which are consequently restricted in their travel in Canada. Their stay is limited to 48 hours, they are allowed to travel within the jurisdiction of the port of entry only, and they must return to the United States through the same port by which they entered Canada. These regulations mean in effect that the Non-Permit group of traffic includes only those persons who enter Canada for a period of a few hours or less and who travel very short distances in this country. It contains all those casual, local travellers who, as a result of the growth of close inter-relationships between urban communities on both sides of the border, have become so numerous. They represent a large proportion of the total number of tourist visitors but a small proportion of total tourist expenditures.

Any motorist who wishes to remain in Canada more than 48 hours, or to travel beyond the jurisdiction of the port of entry, or to return to the United States by a port other than the one through which he entered Canada, takes out a Traveller's Vehicle Permit for his car, and in this class is included nearly all the important tourist travel by automobile. The permit itself is issued in duplicate and since April 1st, 1941 has been forwarded to the Bureau of Statistics for tabulation. Information is contained on the permit as to state or country of registration, number of persons in the vehicle, length of stay, type of vehicle,

type of visitor, and ports of entry and exit. In addition there is a voluntary expenditure questionnaire included on the form.

Besides the two main groups of motor traffic outlined above, there is a third group which overlaps both of the others. Many Americans who live adjacent to the boundary or who have summer residences in Canada make frequent trips to this country and are regarded as distinct from the casual visitor or ordinary tourist. In order to provide these persons with better service and to facilitate their crossing of the border, the Canadian Customs issue them with Traveller's Vehicle Permits good for periods of six months or more and allow them to retain the permits in their possession until expiry date. During the tenure of the permits these travellers can make as frequent trips as they wish.

For purposes of classification these special travellers are divided into three classes: Commuters, Summer Residents and Locals. Their permits are included in the count of total Traveller's Vehicle Permits, and their expenditures are estimated, on the basis of the permits issued, to cover the entire period during which the permits were outstanding. In order to have a complete record of border crossings however, a record is maintained of all intermediate trips made by these special permit holders, and after the first one on which the permit is issued, the count of these crossings, referred to as "Repeat Trips", is included with Non-Permit Local Traffic. Thus these special travellers are represented in the volume of travel figures of both the other main groups of motor traffic.

A statement by classes of the number of foreign vehicles entering Canada for a period of years is provided in Table IV. It is pointed out, however, that the figures shown for the various years are not strictly comparable, due to changes in methods of counting which have been adopted from time to time. In particular the reclassification of traffic introduced in April 1941 makes comparisons with previous years subject to certain qualifications not indicated in the table. A new class, entitled "Commercial Vehicles", was segregated for the first time in 1941 to cover United States trucks, and it has been impossible to provide comparable figures for earlier years. It may be presumed, however, that some proportion of these trucks was formerly included in the Non-Permit category. On the other hand, the count of all types of traffic was probably more complete in 1941 than before, especially as regards the permits and repeat trips of those special groups of travellers (commuters, summer residents and locals) which have been mentioned above.

Table 1.- Non-Permit Local Traffic (Motor Cars)
Expenditures in Canada 1941

Item	Number of Cars	Average Expenditures	Total Expenditures	Average Persons	Total Persons
January - March	358,902	\$ 2.95	\$ 1,060,276.	2.54	910,261
April - December	1,397,604	\$ 4.90	\$ 6,844,141.	2.79	3,901,810
TOTAL	1,756,506	\$ 4.50	\$ 7,904,417.	2.74	4,812,071
Repeat Trips	868,396	-	-	2.08	1,808,758
TOTAL	2,624,902	-	-	2.52	6,620,829

Non-Permit Cars

Of the total of 2,658,182 vehicles classified as Non-Permit Local Traffic in Table IV, 2,624,902 were motor cars, 15,364 taxis, 16,280 bicycles and 1,636 motorcycles. In addition there were 785 horse-drawn vehicles which were not included in the total. All vehicles other than motor cars are considered below under "Other Travellers".

A sample of expenditures approximating 25 per cent of the total traffic was available from Non-Permit motor cars from April 1st on in 1941, and gave average expenditures of \$4.90 per car, when weighted by months and by provinces of entry. To cover travel during the first three months of the year, the combined average for November and December of \$2.95 was used, in the belief that the sample for that period, rather than for the whole nine months, would be more representative of conditions in the early months. Subsequently the sample was considerably extended and in 1942 covered 44 per cent of the Non-Permit cars.

The average expenditure per car in the Non-Permit category over the whole year worked out at \$4.50 as indicated in the statement in Table 1. At this rate of spending, the passengers in 1,756,506 cars made expenditures in Canada of just under \$8,000,000 and at 2.74 persons per car represented 4,812,071 border crossings. In addition the number of repeat trips made by permit holders with special commuting privileges numbered 868,396, and at the lower average of 2.08 persons per car, came to 1,808,758 border crossings. No expenditures accrue to the Non-Permit account for this travel, as it simply covers a large number of additional trips made by a much smaller number of individuals whose total expenditures in Canada are covered in the Traveller's Vehicle Permit account under the categories, commuter, summer resident and local.

The impressive proportions reached by the repeat trip factor, amounting as it did in 1941 to 33 per cent of the cars and 27 per cent of the persons in the Non-Permit Local classification, serves to emphasize the degree to which volume of travel figures can be distorted as an index of travel expenditures. If Non-Permit Traffic doubled, it would have a major effect upon the total volume of travel but a relatively minor effect upon total travel expenditures.

Table 2.- Traveller's Vehicle Permits (Motor Cars)
Expenditures in Canada, 1941.

Item	Number of Cars	Average Expenditures \$	Total Expenditures \$	Average Persons	Total Persons
Tourists					
January - March	70,895	22.22	1,575,589.	2.47	174,868
April - December	1,062,463	36.89	39,190,282.	2.96	3,149,977
Total Tourists	1,133,358	35.97	40,765,871.	2.93	3,324,845
Commuters	690	165.72	114,348.	2.09	1,439
Summer Residents	9,890	496.08	4,906,241.	2.32	22,945
Locals	9,102	41.61	378,727.	2.51	22,832
TOTAL	1,153,040	40.04	46,165,187.	2.92	3,372,061

CARS ENTERING WITH TRAVELLER'S VEHICLE PERMITS

The average expenditure per car in the permit class of travel was \$40.04 and a total of 1,174,053 represented expenditures in Canada of over \$46,000,000. During the first three months of the year, a sample of about 50 per cent showed an average expenditure of \$40.04 per car, all of which have been placed in the "Tourist" category in Table 3. In the period from April 1st on, under the new plan of procedure, it was possible to separate from Tourists the special classes, "Commuters", "Summer Residents" and "Locals", for which expenditures during that period are shown separately in the table. At the same time the total expenditure sample of all four groups was increased to 50 per cent of the number of cars. In the breakdown, Tourists, which is a heterogeneous group including all cars not in the other categories, remained by far the largest in the group, accounting over the whole year for all but 20,000 of the total number of permits, and about 88 per cent of total permit expenditures.

Among the special groups of travellers, Commuters (persons who commute from American homes to Canadian jobs) and Locals made expenditures at a relatively low rate, considering the frequency of their trips. This might have been expected however in view of their close similarity to the Non-Permit Local Traffic analyzed above. Summer Residents, on the other hand, spent at the very high rate of \$496.08 per car and made total expenditures in Canada of just under \$5,000,000. The size of this amount is all the more remarkable in view of the fact that the number of individual persons was only 22,945, and it indicates something of the significance to Canada's tourist trade of this important class of travel. All Summer Residents are of course not included in these figures, but it may be assumed that most of those who travel by car, and they must be in the very great majority, are covered in the classification. Adequate material for a breakdown of Summer Residents' expenditures by province is not available, but it can be stated that the major portion of them were made by persons who travelled through Ontario ports of entry.

A great deal of detailed information concerning the permit traffic has become available from the permit forms themselves and some of the data, covering the Tourist class in the period April to December 1941, is presented in tabular form in Table XIX. This table shows by individual days' stay, the number of cars, average persons and total persons, number of car-days and average expenditures per

(1) A considerable discrepancy will be noted between this figure and that of 1,174,053 shown in Table IV. Part of the difference is explained by vehicles on permits other than motor cars, which numbered 5,801 in 1941 and which are considered below under "Other Travellers".

There were also included in the Table IV figure an estimated 3,000 permits which, it was subsequently determined, were issued to immigrants, Americans joining the Canadian Armed Forces and others who were deliberately eliminated from the estimate of tourist expenditures. The remaining difference of more than 12,000 however, must be explained by the fact that the expenditure estimates have of necessity since April 1st been based on permits cancelled, whereas the figure shown in Table IV is of permits issued. The discrepancy is, therefore, equal to the number of permits which remained outstanding at midnight, December 31st, 1941. Though some expenditures no doubt derived from these cars during 1941, no allowance has been made for them in the estimates. In any event, they would be of small consequence in the total.

car per day, average expenditure per car and total expenditures, number of person-days and average expenditure per person per day, and also the proportions which the permits and expenditures for each individual day are of total permits and total expenditures. The last column gives the percentage expenditure sample available in each case.

The general pattern followed can be described briefly. The number of permits is at its peak in the one-day class and falls off rapidly as length-of-stay increases. Expenditures, on the other hand, are greatest in the three-day group, and they decline less rapidly than the number of permits, because of the higher average expenditures of longer-stay cars. Average expenditure per car per day is at a low level in the one and two day groups, then rises and is maintained at a high level, followed by a gradual decline from the peak of \$12.73, reached in the six-day class, to a low of less than \$3.00 for the longest-stay cars. The fluctuations in the average expenditure per person per day are not quite so pronounced, because of a decrease in average persons per car from 3.11 for the shortest-stay to 2.07 for the longest-stay cars, but the general trend is the same. The average persons per car for the whole group of permits is 2.98. Some influences, not in accord with the prevailing pattern, seem to be exerted by persons on set one-week and two-week vacations. For example, the number of cars staying eight days (which means seven nights), instead of falling below the seven-day figure, shows a slight increase, and for the period 13-15 days there is practically no decline at all. If a curve were constructed, it would indicate some bunching of cars at those points. At the same time average persons per car, which falls to 2.73 and 2.80 in the intervening lengths-of-stay, rises to peaks of 2.98 and 2.96 respectively in the eight-day and fifteen-day classes, with corresponding declines in average expenditure per person per day to points below where they would be on a regular curve. The inference can apparently be drawn that the short-term vacationers on regular one and two-week holidays tend to carry more passengers per car and to spend at a lower rate than the average travellers, both factors perhaps reflecting the presence of children.

The percentage sample of expenditures available for purposes of estimation was well maintained in each length-of-stay grouping, only falling below 70 per cent for some of the longer-stay cars, and averaging 77 per cent throughout. Average length-of-stay in Canada was 4.15 days per car and 3.90 days per person, the discrepancy arising from the larger average number of passengers in the shorter-stay cars.

For convenient study, some of the information on expenditures in Table XIX is combined in selected length-of-stay groupings in Table 3.

Table 3.- Traveller's Vehicle Permits (Tourist Class)
Expenditures in Canada, April-December 1941, by selected lengths-of-stay.

Days of Stay	No. of Permits	% of Total	Average Expenditure \$	Expenditures \$	% of Total
1	385,006	36.24	4.00	1,540,024.	3.93
2	224,853	21.16	13.60	3,058,001.	7.80
3-7	317,048	29.85	51.49	16,325,070.	41.65
8-15	100,741	9.49	108.53	10,933,171.	27.89
16-30	23,021	2.17	162.97	3,751,752.	9.58
31-60	7,590	.74	223.51	1,696,472.	4.32
Over 60	4,204	.39	448.57	1,885,792.	4.83
TOTALS	1,062,463	100.0	36.89	39,190,282.	100.0

The outstanding fact which emerges from a consideration of these tables is the tremendous number of permits which were issued to cars remaining only one or two days in Canada. One of the most important factors in the large overestimates tourist expenditures in the past was the lack of information on the number of these short-term cars which were included in the total of permits issued. Table 3 indicates that in the period covered no less than 57.40 per cent of the total number of permits was held by one and two-day cars, spending at the low rates of \$4.00 and \$13.60 respectively, and hence accounting for only 11.73 per cent of the total expenditures. In other words, their expenditure weight was only one-fifth their weight in the volume of travel figures. In sharp contrast with this position is the case of the longer-stay cars: The weights reach approximate equality in the 3-day group, and from there on the difference is increasingly in the other direction. For those cars remaining over 60 days in Canada, their weight in the expenditures figure is more than twelve times their weight in the volume of travel.

The predominance of short-stay cars in the permit class is in part explained by the large amounts of in-transit travel in various sections of the country, particularly across the peninsula of southern Ontario between the cities of Michigan and New York State. It has been stated above that one of the conditions under which an American motorist is required to take out a traveller's vehicle permit is the intention of leaving Canada by a port other than the one through which he entered. It follows that all in-transit travel through Canada between such places as Detroit and Buffalo is included in the permit class although most of the cars are here for less than twelve hours. Something of the importance of this in-transit travel in swelling the number of permits in the one- and two-day groups can be gathered from the figures given in Table 4. It will be seen that 45% of the total number of one-day permits and 28% of the two-day permits were held by cars travelling between the ports specified. While the fact that these cars were travelling between these ports does not in itself indicate that they were all travelling in transit (i.e. driving straight through), the figures given are for selected ports only and do not include appreciable numbers of in transits through other ports where it is impossible to segregate them even roughly from genuine pleasure travellers. On the assumption that these two factors roughly balance each other out, the figures given in the table can probably be taken as a fair indication of the significance of in-transit travel in the one- and two-day groups. In addition to their influence upon the volume of travel, it is likely also true that they have a depressing influence upon the average expenditure per car in the short-stay groups. Certainly it seems reasonable that persons travelling in transit for the sake of convenience will spend less money than other persons who, though they remain the same short period in Canada, are travelling for pleasure and can be said to be "touring" while en route.

For the period January-March 1941, the information available on length-of-stay was much less complete, and it has only been possible to break the permits down into four groups, one-day, two-days, 3-60 days and over 60 days. The relevant figures on number of permits, expenditures and persons are given in Table 5, as well as figures on a comparable basis for the April-December period and for the whole year.

Table 4.- Number of One- and Two-Day Cars Travelling on Permit
Between Selected Ports of Entry, April to December, 1941.

PORTS	ONE-DAY CARS	TWO-DAY CARS	TOTAL
<u>Quebec</u>			
Glen Sutton and Highwater	10,119	(1)	10,119
<u>Ontario</u>			
Fort Erie and Niagara Falls	37,854	(1)	37,854
Windsor and Niagara Falls	25,757	25,614	51,371
Windsor and Fort Erie	52,734	20,327	73,061
Sarnia and Niagara Falls	19,348	12,884	32,232
Sarnia and Fort Erie	11,606	5,021	17,627
Sarnia and Windsor	3,578	(1)	3,578
Walkerville and Windsor	4,099	(1)	4,099
<u>British Columbia</u>			
Pacific Highway and Boundary Bay	6,324	(1)	6,324
Carson and Cascade City	2,124	(1)	2,124
TOTALS	174,543	63,846	238,389
% of TOTAL PERMITS	45%	28%	39%

(1) Cannot be considered "in transit"

It will be seen that the concentration of volume in the short-stay cars, which has been noted in the case of the April-December permits, was even more pronounced in the early months of the year. During that period more than 75 per cent of all permits were held by cars staying less than 48 hours. At the same time average expenditures per car were generally lower than in the later period, as were also average persons per car. These factors would appear to demonstrate that touring for pleasure is at an even lower level during the early months than the total number of permits indicates, the bulk of the traffic being a shorter-stay, lower-spending type of travel than that which forces the averages up during the summer and fall.

With the data outlined above, it is now possible to group United States motor travel to Canada so as to segregate those travellers who spend large sums of money from those who spend very little, and this is done in Table 6. In Group (a) are included the Non-Permit Local Traffic, the Tourists on permit who stay less than 48 hours, permits issued to Commuters and Locals, and in addition all the Repeat Trips, which in the methods of estimation adopted in this report, do not contribute directly to the travel account. It will be seen from the table that the persons in Group (a), though they form approximately 87% of the total volume of motor travel, provide less than 25% of the motorists expenditures. Group (b) on the other hand, consisting of Tourists on permit who stay three days or more and Summer Residents, accounts for only about 13% of the volume of travel but contributes more than 75% of the total expenditures.

Table 5.- Traveller's Vehicle Permits (Tourist Class)

Expenditures in Canada, Calendar Year 1941, by specified periods and lengths-of-stay.

	No. of Permits	% of Total	Average Expenditure	Expenditures	% of Total	Average Persons	Persons
January - March							
			\$	\$			
1 - Day	25,937	49.43	3.38	118,484.	7.52	2.58	90,349
2 - Days	18,453	29.03	10.16	187,662.	11.90	2.39	44,064
3 - 60 Days	16,784	33.60	49.08	821,230.	52.12	2.34	39,134
Over 60 Days	641	.91	699.40	448,313.	28.46	2.06	1,321
TOTAL	70,395	100.00	22.22	1,575,489.	100.00	2.47	174,868
April - December							
1 - Day	385,006	36.24	4.00	1,540,024.	3.93	3.14	1,207,965
2 - Days	224,853	21.16	13.60	3,058,001.	7.80	2.91	654,562
3 - 60 Days	448,400	42.25	72.93	32,706,465.	83.44	2.85	1,277,739
Over 60 Days	4,204	.39	448.67	1,885,792.	4.83	2.31	9,711
TOTAL	1,062,463	100.00	36.89	39,190,282.	100.00	2.96	3,149,977
Total							
1 - Day	420,073	37.06	3.95	1,658,508.	4.07	3.02	1,293,314
2 - Days	243,306	21.47	13.34	3,246,563.	7.96	2.87	698,626
3 - 60 Days	465,134	41.04	72.08	35,527,695.	82.24	2.83	1,516,873
Over 60 Days	4,845	.43	481.76	2,734,105.	5.73	2.28	11,032
TOTAL	1,133,358	100.00	35.97	40,766,871.	100.00	2.93	3,324,845

Table 6.- Expenditures of United States Motorists in Canada,
1941, By Special Groups.

Class of Travel	No. of Cars	% of Total	No. of Persons	% of Total	Expenditures \$	% of Total
<u>Group (a)</u>						
Non-Permit Class						
Local Traffic	1,756,506	46.49	4,812,071	48.15	7,904,417.	14.62
Repeat Trips	868,396	22.99	1,808,758	18.10	-	-
Traveller's Vehicle Permits						
Tourists (1 and 2 days)	663,379	17.56	1,996,940	19.98	4,904,071.	9.07
Commuters	690	.02	1,439	.01	114,348.	.21
Locals	9,102	.24	22,832	.23	378,727.	.70
Total Group (a)	3,298,073	87.30	8,642,040	86.47	13,301,563.	24.60
<u>Group (b)</u>						
Traveller's Vehicle Permits						
Tourists (3 days and over)	469,979	12.44	1,327,905	13.29	35,861,800.	66.33
Summer Residents	9,890	.26	22,945	.23	4,906,241.	9.07
Total Group (b)	479,869	12.70	1,350,850	13.52	40,768,041.	75.40
GRAND TOTAL	3,777,942	100.00	9,992,890	100.00	54,069,604.	100.00

Some additional information on motor travel, not directly connected with expenditures, remains to be given. Table V shows by month of entry the number of vehicles in each travel class already presented by provinces in Table IV. The seasonal factor, which results in a concentration of traffic during the summer months, is most pronounced in the case of Traveller's Vehicle Permits, is of less consequence in the Non-Permit Local Traffic, and is hardly present at all among the Commercial Vehicles. These differences in degree are consistent with the fact established above that long-stay touring for pleasure, which is the main variable behind the seasonal factor, appears in the Traveller's Vehicle Permit class only, and therefore the largest seasonal fluctuations are to be expected in that class. It is not possible to break down expenditures accurately by months, because of the fact that our sampling has been based on exits from Canada only, but the data provided in Table V give a rough indication of seasonal trends. A statement of motor travel by individual ports of entry is given in Table XVII.

Of the 1,153,040 foreign motor cars which held Traveller's Vehicle Permits in 1941, 1,152,300⁽¹⁾ were from the continental United States, 251 from Hawaii, 93 from Alaska, 83 from Mexico, 51 from Newfoundland, 25 from Cuba, and 237 from other parts of the world. A classification of these cars by particular states and countries, together with similar figures for years back to 1937, is given in Table XVI. It will be seen that the majority of the United States cars came from states bordering on Canada, although every state in the Union was represented. New York contributed 25.2% of the total number, Michigan 22.0%, Ohio 6.0%, Washington 5.4%, Massachusetts 5.2%, Pennsylvania 5.2% and Vermont 4.9%; the ten

(1) Includes United States Government cars.

border states combined accounted for 65.2%, and the other states 34.8%. It has been found, however, that if the short-stay Tourists and special groups of permit-holders are eliminated from the total, the predominance of the border states is considerably less. Among Tourists on permit staying 3 days and over, cars from the border states were only 51.6% of the total, and in August, which is the heaviest month of summer travel, were in the minority with 44.2%. Thus the actual contribution of tourist expenditures of travellers from the inland states is considerably greater than the total figures given in Table XVI would indicate.

The estimated expenditures in Canada in 1941 of United States motorists, classified by province of entry, are given in Table 7. It must be emphasized strongly that these figures are not intended to show the expenditures actually made in the particular provinces concerned. All estimates in the present study are based on port of entry only and can take no account of persons travelling from one province to another once they have entered Canada. Insofar as interprovincial traffic of this kind is a factor, it would cause the figures in Table 7 to give a distorted view of expenditures by provinces. The figures are published with this qualification.

Table 7.- Estimated Expenditures of United States Motorists, 1941,
by Province of Entry into Canada.

<u>PROVINCE OF ENTRY</u>	<u>EXPENDITURES</u> <u>(Rounded)</u> \$
Maritime Provinces	4,600,000.
Quebec	9,800,000.
Ontario	32,600,000.
Manitoba	900,000.
Saskatchewan	400,000.
Alberta	1,000,000.
British Columbia (Including Yukon)	4,700,000.
TOTAL CANADA	<u>54,000,000.</u>

ANALYSIS OF TRAFFIC BY PORTS OF ENTRY AND PORTS OF EXIT

New light is thrown upon the movements of American automobiles within Canada by an analysis of Traveller's Vehicle Permits classified by port of entry and port of exit and by number of days' stay in Canada shown in Table XVIII. The period selected for the analysis of 1941 traffic was the four months' period from June to September in which most of the pleasure travel to Canada is concentrated. The various interprovincial movements of American cars are shown as well as traffic between different ports in Ontario. This province is shown separately because of the heavy volume of traffic and the distances between some regions of the province adjacent to the United States border.

The analysis, of course, understates the total amount of travel by United States cars between the different provinces or between the different border regions of Ontario since some cars may enter and leave by the same port although they have visited some other region or province of the Dominion. The figures do

however, point to the lower limits possible of the volume of interprovincial or interregional travel within Canada.

The analysis shows that while most United States cars tend to leave Canada by the same province as that in which they entered, there are, nevertheless, some substantial interprovincial movements. For instance, 2,098 of the cars entering the Maritime Provinces in the four summer months left Canada by ports in the province of Quebec and 912 left by Ontario ports. During the same period the movement in the opposite direction was heavier, 4,238 cars entered Quebec ports and left by Maritime ports, while 1,904 cars entered Ontario ports and left by Maritime ports. Movements between Ontario and Quebec ports were substantial also, 12,872 entered by Quebec ports and left by Ontario ports, while 19,442 entered by Ontario ports and left by Quebec ports. Most of these cars were in three days and over category as might be expected.

Similarly, interesting interregional movements are revealed within Ontario. Some of these represent travel over a considerable distance as in the case of the movements between the St. Lawrence River ports and ports on the Niagara River or on the Detroit and St. Clair Rivers. Important among the movements in Ontario are the heavy in-transit movements through Ontario, between Niagara Falls and Fort Erie, and Windsor and Sarnia, with their preponderance of one and two day cars.

Traffic between Ontario and Manitoba is also of some significance, while traffic between ports in the three Prairie Provinces is relatively light. Traffic between the latter region and British Columbia is substantial however. Cars entering by the Prairie Provinces and leaving by British Columbia totalled 5,294, while the movement in the opposite direction amounted to 3,572. Most of the cars were in the three days and over group.

OTHER TRAVEL FROM THE UNITED STATES TO CANADA, 1941

Travel from the United States by other means than automobile is illustrated by the detail on traffic and expenditures which follows:

As has been pointed out in the section on Sources of Statistical Information, data available with regard to the large and important groups of travellers who arrive from the United States by means other than motor car are much less complete than the data on which the analysis of automobile traffic are based. For these other groups, volume of travel figures are compiled by the Immigration Branch of the Department of Mines and Resources from counts made by their officers at the frontier ports. Sampling of expenditures is conducted, under the direction of the United States Department of Commerce, by the U.S. Immigration and Naturalization Service which distributes post-card questionnaires at regular intervals to United States travellers returning by rail, bus, aeroplane and boat from visits to Canada.

The estimates of tourist expenditures by type of travel, which are given in the following tables are, with the exception of the boat account, presented by province of entry or by group of provinces. No attempt has been made to segregate the Maritimes or the Prairies. However, it is necessary to exercise a great deal of caution in the use of these provincial or regional figures. In the first place, travel by Americans from one province to another after they have entered Canada is not reflected at all in the provincial estimates, which are necessarily based on province of entry only. This factor of interprovincial traffic is certain to be

substantial in some instances, particularly in the rail account where there is a large amount of East-West travel. For example, visitors by rail to the Alberta resorts of Banff and Jasper enter the country exclusively through ports in the other provinces. Though they spend their money largely in Alberta, their total expenditures are estimated under the original province through which they entered Canada. Then too, in the Canadian data as compared with the provincial data, there should be a relative increase in the accuracy of the estimates for in the Canadian data involving large volumes of travel, errors which may have resulted from incomplete information should tend to compensate or offset each other and thus increase the accuracy of the total estimates. In the particular province or region in which they occur, however, single errors may have exactly the opposite effect, as the compensating factor will not be present in nearly the same degree and may be entirely absent.

Table 8.- Estimated Expenditures in Canada by Travellers
from the United States by Rail, 1941.

Province of Entry	Number of Persons	Average Expenditure	Expenditures
			(Rounded)
		\$	\$
Maritimes	24,847	88.10	2,200,000.
Quebec	125,967	88.10	11,150,000.
Ontario	164,235	62.10	10,250,000.
Prairies	25,459	81.25	2,100,000.
British Columbia	27,756	81.25	2,300,000.
TOTAL CANADA	368,264	75.51	28,000,000

An important adjustment which has been made in the statistics of volume of rail travel has arisen from the presence in the gross figures of tourist entries of in-transit passengers who travel across southern Ontario between United States points. Though these persons are in the technical sense "Travellers to Canada", they make no direct expenditures in this country and should be considered as distinct from the regular types of travel. The net number of rail passengers shown in Table VI and used as a basis for estimating expenditures in Table 8, was arrived at after making a special allowance for the in transit factor. As almost all of these persons were travelling through Canada on American railroads, they have been eliminated entirely from consideration in the tourist estimates. Though some credits accrue to Canada, in the form of transportation revenues, from those who were passengers on Canadian lines, these latter are of little consequence and no allowance has been made for them. A summary of the rail account is shown in Table 8.

Table 9.- Estimated Expenditures in Canada of Travellers
from the United States by Bus, 1941

PROVINCE OF ENTRY	Number of Persons	Average Expenditures \$	Expenditures (Rounded) \$
Maritimes	5,222	51.39	250,000.
Quebec	10,666	51.39	550,000.
Ontario	116,860	45.00	5,200,000.
Ontario (in transits)	46,965	2.00	100,000.
Prairies	4,845	42.94	200,000.
British Columbia	16,701	42.94	700,000.
TOTAL CANADA	201,259	35.42	7,000,000.

As with rail travel, the bus account was complicated in Ontario by the factor of in-transit traffic. Travellers through Canada between Buffalo and Detroit are of substantial importance in the total volume of bus travel, and they are included in the Immigration count. It has been found, however, that they are not adequately represented in the sample of expenditures, and therefore a special adjustment is required in dealing with them. As it was impossible to obtain definite information concerning their numbers, they were arbitrarily estimated and an average of \$2.00 per person was applied to the number computed in this way to cover their expenditures. Thus an estimate of direct expenditures in Canada of in-transit travellers is included in the tourist account where the persons travel by bus, but is excluded entirely if travel is by rail. This practice is followed on the grounds that bus travellers have an opportunity to make purchases while the bus is stopped en route, whereas the passengers on the through trains almost never disembark while they are in Canada. Inter-urban passengers on local buses, such as those which travel through the Detroit and Windsor Tunnel between the cities of Windsor and Detroit, are not included in the bus account but are covered in the residual category "Other Travellers." The estimated expenditures in Canada of travellers from the United States by long distance bus in 1941 are shown in Table 9.

Table 10.- Estimated Expenditures in Canada of Travellers
from the United States by Aeroplane, 1941.

PROVINCE OF ENTRY	Number of Persons	Average Expenditure \$	Expenditures (Rounded) \$
Maritimes	986	88.66	100,000.
Quebec	15,106	88.66	1,300,000.
Ontario	7,532	76.43	600,000.
Prairies	1,887	90.93	150,000.
British Columbia (inc. Yukon)	9,587	90.93	850,000.
TOTAL CANADA	35,098	86.78	3,000,000

The increase in air travel in 1941 over the previous year was relatively very large and was more marked than in any other group. Part of this increase can be attributed to the opening of several new international air services, the most important being the one between Toronto and New York operated by Trans-Canada Airlines, and part to the growth in significance of the aeroplane as a carrier of passengers on government and other business. In 1941 the latter factor was in large measure a reflection of the urgency of wartime travel, but it also continued an established trend which has existed for the last ten years. Data on travel by air are shown in Table 10.

Table 11.- Estimated Expenditures in Canada of Travellers
from the United States by Boat, 1941.

Year	Number of Persons	Average Expenditure	Expenditures (Rounded)
1941	205,449	\$ 33.90	\$ 7,000,000.

Of all the travel by means other than motor car, that which enters Canada by boat is the most diverse in character and the most difficult to classify and analyze. The count compiled by the Immigration authorities includes all boat passengers from the United States, whether they travel in small boats, tour boats, private yachts or steamers. It has been impossible adequately to sample all these various elements and to compute in the regular way an average expenditure which would be applicable to the whole group, as the post-card sample tends to be concentrated in certain ports.

Under these circumstances it has been necessary to introduce an arbitrary factor, and the procedure followed has been to set up schedules of averages based generally on special knowledge of local traffic factors rather than on the actual sample results. This special knowledge has been greatly improved during the recent years through investigations conducted directly at the ports and through correspondence with frontier officers and others. It is felt, therefore, that the expenditure estimates obtained from this method are more satisfactory than would have been the case if the post-card sample had been utilized throughout. The formal sample was consequently only used at those ports where it was reasonably certain to be representative.

With regard to the volume figures, some adjustments were required in order to avoid duplication. Motorists entering by boat were eliminated from the count of boat travellers because they were already covered in the motor car account. On the other hand, some persons were added to the boat account who had originally been classified elsewhere. A summary of the boat account in 1941 is given in Table 11.

All the main travel groups which it has been possible to classify by means of transportation have now been considered. However, after deducting from the total of tourist entries compiled by the Immigration Branch, the actual numbers of motor car, rail, through bus, aeroplane and boat passengers, there remains a substantial number of United States travellers who crossed the border by other means, and these persons form a residual item which, for want of a better name, is called "Other Travellers". Although there is only a limited amount of detail available with regard to the composition of this group, it is known from investigation of the travel at the ports where it is concentrated that the travel involved is predominantly local

in character, and that it consists mostly of pedestrians, local bus passengers, ferry passengers and others whose motives and facilities for travel to Canada are on a strictly limited basis. A large part of this traffic occurs at such ports as St. Stephen, Fort Erie, Niagara Falls and Windsor. After making allowance in the figures of gross traffic for special situations known to have existed, the remaining traffic not covered in the accounts already described is believed to have amounted to approximately 4,000,000 persons in 1941. The expenditures in Canada of this residual group are estimated at an arbitrary average of \$2.00 per person, or about \$8,000,000. In view of the heterogeneous nature of the travel, and the difficulties attached to recording it, this is not considered too high an average.

Summaries of United States travel expenditures in Canada are presented in Tables 12 and 13. In Table 12 the number of persons and expenditures are divided into long term and short term groups. In Group (a), along with the local and short term motorists already shown in Table 6, there have been included the in-transit travellers by rail and bus and also all of the residual group of "Other Travellers". Group (b) covers the longer stay motorists, and in addition rail, bus, aeroplane and boat travellers other than in transits. Although this division of the traffic is admittedly arbitrary, it clearly reveals that a large proportion of the traffic represents only a minor part of the total expenditures. In 1941 the travellers in Group (a), while constituting about 86 per cent of the total entries into Canada, only accounted for about 20 per cent of the expenditures. The travellers in Group (b), on the other hand, contributed about 80 per cent of the expenditures although they only represented about 14 per cent of the number.

The summary of United States expenditures presented in Table 13 shows these according to the provinces by which the tourists entered Canada. The same limitations upon the use of estimates by provinces of entry which have already been mentioned in connection with the various classes of travel apply equally to the total figures shown in Table 13.

Table 12.- Expenditures of United States Travellers
to Canada, 1941, by Special Groups

Mode of Travel	Number of Persons	% of Total	Expenditures	% of Total
<u>Group (a)</u>				
Motor Car (see Table 6)	8,642,040	56.7	13,300,000.	12.4
Rail (In transits)	450,000	3.0	-	-
Bus (In transits)	45,965	0.3	100,000.	0.1
Other Travellers	4,000,000	26.2	8,000,000.	7.5
Total Group (a)	13,138,005	86.2	21,400,000.	20.0
<u>Group (b)</u>				
Motor Car (See Table 6)	1,350,850	8.9	40,700,000.	38.0
Rail	368,264	2.4	28,000,000.	26.2
Bus	154,294	1.0	6,900,000.	6.5
Aeroplane	35,098	0.2	3,000,000.	2.8
Boat	205,449	1.3	7,000,000.	6.5
Total Group (b)	2,115,955	13.8	85,600,000	80.0
GRAND TOTAL	15,251,960	100.0	107,000,000	100.0

Table 13.- Estimated Expenditures of United States Travellers,
1941, by Province of Entry into Canada.

Province of Entry	Expenditures (Rounded)
	\$
Maritime Provinces	10,000,000.
Quebec	23,000,000.
Ontario	56,000,000.
Prairie Provinces	5,000,000.
British Columbia (Inc. Yukon)	13,000,000.
TOTAL CANADA	107,000,000.

CANADIAN AUTOMOBILE TRAFFIC TO THE UNITED STATES IN 1941

As in the case of United States automobile traffic to Canada there have been important improvements in the information collected regarding Canadian automobile traffic to the United States. Changes in the technique of recording both movements were introduced in 1940 and 1941. Because of the abnormal background affecting Canadian travel to the United States in 1941, however, the new data on Canadian expenditures in the United States bear little relation to their normal pattern and must be regarded as peculiar to the wartime background.

The principal wartime influence upon Canadian travel to the United States was, of course, the restriction upon pleasure travel involving the use of United States dollars. These restrictions were introduced in July 1940 by the Canadian Government under the Foreign Exchange Control Order in order to conserve Canada's supply of United States dollars for the more essential purposes of the war. As a result Canadian expenditures in the United States in 1941 mainly represented expenditures for such purposes as business and official trips and travel for reasons of health. There were other restrictive factors influencing travel as well, including the border crossing regulations of the United States Government. The general curtailment in the use of automobiles for long distance transportation associated with gasoline and tire shortages, however, did not become pronounced until 1942 and subsequent years. The combined effects of exchange and border crossing regulations were to reduce Canadian travel expenditures in the United States in 1941 to \$18.2 million in contrast with \$67 million in 1939. This abnormal character of the traffic in 1941 should therefore be borne in mind.

The method of recording Canadian automobiles movements to the United States has been entirely altered in recent years. Since May, 1940 no formal customs permits have been required by Canadian cars travelling in the United States and there is, therefore, no division into permit and non-permit groups. In place of the former permit all Canadian cars now carry a simple identification card, somewhat similar to a provincial registration card, which sets forth the particulars of the car and its equipment and can be retained by the holder for an annual period. The vehicle and card are checked by the border officer at each departure from and return to Canada. In addition, on the return to Canada there is completed a short questionnaire form which gives information as to the number of persons in the vehicle,

Table 18.- Estimated Expenditures of Canadian Travellers
To the United States by Aeroplane, 1941.

Province of Re-Entry	No. of Persons	Average Expenditure	Expenditures (Rounded)
		\$	\$
New Brunswick and Quebec	6,448	87.54	550,000
Ontario	4,380	86.81	400,000
Prairie Provinces	521	94.28	50,000
British Columbia (Inc. Yukon)	1,850	57.99	100,000
	13,199	83.42	1,100,000
Plus 10%		8.34	110,000
Total	13,199	91.76	1,200,000

Table 19.- Estimated Expenditures of Canadian Travellers
To the United States by Boat, 1941.

	No. of Persons	Average Expenditure	Expenditures (Rounded)
		\$	\$
Total Canada	40,880 (1)	16.92	700,000

(1) Excludes boat passengers already covered elsewhere.

Two tables have been prepared summarizing Canadian travel expenditures in the United States in 1941. In Table 20 data have been placed in two groups to show the relations between expenditures and the volume of traffic in the long term and short term classes of travel. In group (a) are included the short-stay, low spending travellers; the one and two day motorists, and the "other travellers" crossing the border mainly by local bus and ferry or as pedestrians. As the table shows, this group represented 91 per cent of the total volume of Canadians crossing the border but only made up 22 per cent of the total expenditures. In group (b) there have been classified the longer-stay, higher spending types of travel, motorists who stay three days or longer, and rail, bus, aeroplane and boat travellers. This group accounted for only 9 per cent of the volume of travel but made 78 per cent of the expenditures. While this division into the two groups is only an approximate division between long and short term travel, it reveals definitely the same general characteristic which has been also noted in the case of United States travel to Canada. Figures of total border crossings contain an overwhelming majority of local travellers and can only to a limited extent be taken as an index of travel expenditures.

Table 21 shows estimated expenditures of Canadian travellers in the United States in 1941 by province of re-entry into Canada. The same qualifications which

have been already attached to the use of provincial estimates apply equally to the total figures shown in this Table.

Table 20.- Estimated Expenditures of Canadian Travellers
In the United States by Selected Groups, 1941.

	No. of Persons	% of Total	Expenditures \$	% of Total
<u>Group (a)</u>				
Motorists (one and two days)	1,108,974	28.2	1,435,000	7.9
"Other Travellers"	2,470,560	62.8	2,600,000	14.2
Total Group (a)	3,579,534	91.0	4,035,000	22.1
<u>Group (b)</u>				
Motorists (three days and over)	84,037	2.1	2,315,000	12.7
Rail Travellers	167,159	4.3	8,500,000	46.6
Bus Travellers	48,328	1.2	1,500,000	8.2
Aeroplane Travellers	13,199	0.3	1,200,000	6.2
Boat Travellers	40,880	1.1	700,000	3.8
Total Group (b)	353,603	9.0	14,215,000	77.9
GRAND TOTAL	3,933,137	100.0	18,250,000	100.0

Table 21.- Estimated Expenditures of Canadian Travellers
In the United States by Province of Re-Entry
To Canada, 1941.

Province of Re-Entry	Expenditures (Rounded) \$
Maritime Provinces	1,450,000
Quebec	4,200,000
Ontario	9,150,000
Prairie Provinces	1,350,000
British Columbia (inc. Yukon)	2,100,000
TOTAL	18,250,000

TRAVEL BETWEEN CANADA AND OVERSEAS COUNTRIES, 1941.

As normal overseas travel has been interrupted by the war, the volume of this travel in 1941 was greatly reduced. Most of the travel which remained in this year was by persons travelling on government or other business.

A large part of the volume in 1941 was made up of traffic between Canada and Newfoundland. The sharp increase in this particular travel is probably attributable mainly to the large scale of Canadian activity in that country resulting from the war.

As it has been impossible to obtain samples of the expenditures of overseas travellers since the start of the war, data on average expenditures employed in 1939 were used in estimating expenditures in 1941. An analysis of the overseas traffic is shown in Table 22.

Table 22.- Estimated Expenditures and Number of Persons
Travelling Between Canada and Overseas
Countries, 1941.

	Travellers from Overseas Countries to Canada	Canadians Returning from Overseas Countries
	Number of Persons	Number of Persons
<u>Entries Via Canadian Ocean Ports</u>		
Type of Travel - Cabin Class	2,152	628
Tourist Class	607	111
Third Class	512	572
Sub-Total	3,271	1,311
Evacuees	103	-
Newfoundland Traffic	10,902	10,216
<u>Entries Via United States Ocean Ports</u>	2,555 (1)	3,051
GRAND TOTAL PERSONS	16,831	14,578
Estimated Expenditures	\$4,000,000	\$2,750,000

(1) Estimated number of civilians.

Table 1.- Estimated Foreign Travel Expenditures in Canada, 1926 - 1942

(Millions of Dollars)

Expenditures of Travellers from the United States

Year	Automobile	Rail and Steamer	Other Means	Total	From Overseas Countries	Grand Total
1926	41	78	21	140	12	152
1927	54	72	22	148	15	163
1928	71	69	23	163	14	177
1929	87	74	23	184	14	198
1930	86	58	23	167	13	180
1931	82	38	21	141	12	153
1932	59	26	18	103	11	114
1933	41	23	17	81	8	89
1934	46	27	23	96	10	106
1935	51	33	23	107	10	117
1936	66	40	23	129	13	142
1937	78	45	26	149	17	166
1938	68	41	25	134	15	149
1939	71	42	24	137	12	149
1940	49	33	16	98	6	104
1941	54	35	18	107	4	111
1942	26	36	17	79	2	81

Table II.- Estimated Canadian Travel Expenditures Abroad, 1926-1942

(Millions of Dollars)

Expenditures of Travellers in the United States

Year	Automobile	Rail and Steamer	Other Means	Total	In Overseas Countries	Grand Total
1926	12	48	10	70	29	99
1927	17	45	10	72	28	100
1928	19	43	10	72	26	98
1929	25	46	10	81	27	108
1930	21	36	10	67	25	92
1931	17	26	9	52	19	71
1932	10	14	6	30	19	49
1933	11	13	6	30	14	44
1934	13	17	6	36	14	50
1935	18	22	8	48	16	64
1936	19	26	9	54	21	75
1937	23	32	10	65	22	87
1938	24	32	10	66	20	86
1939	24	34	9	67	14	81
1940	10	21	9	40	3	43
1941	4	9	5	18	3	21
1942	3	14	7	24	2	26

the length of stay in the United States, and, at the tourist's option, total expenditures outside of Canada. These forms are forwarded to the Dominion Bureau of Statistics for tabulation, and it is from them that data for the count and classification of traffic, as well as the estimated expenditures are obtained. The classification which has been adopted in the presentation of figures on volume is based upon length of stay. Cars staying 24 hours or less, which are predominantly local in character, are segregated from those remaining in the United States for a longer period. In addition, a new category "commercial vehicles", was introduced in 1941 to cover Canadian trucks.

In any comparison of figures of Canadian automobile traffic to the United States in 1941 with earlier years, it should be noted that there were various changes in the method of compilation during the period from July, 1939 to April 1941. Prior to July 1, 1939 Canadian automobiles leaving Canada for a period of 24 hours or less, and returning through the same Customs port, did not require a permit and were generally not included in the statistics of Canadian cars leaving Canada for touring purposes. There was not uniformity of practice however. Starting in July 1939 these short-term local cars were generally, although not consistently, included. Since April 1941 the movement of Canadian cars has been compiled on a consistent basis in the three categories shown in Tables 14 and 15. These figures provide some indication of the extent to which figures available prior to April 1941 were incomplete. The increase shown in the short-term cars in 1941 over 1940 is particularly indicative of this since it is evident that there must have been very sharp declines in the number of Canadian cars entering the United States following the introduction of foreign exchange and border crossing restrictions in July, 1940.

In Table 14 are shown estimates of expenditures of Canadian motorists in the United States by one-day, two-day and three-days and over length-of-stay groups. Further details are not shown because of the low level of travel in 1941. The returns on expenditures covered almost all of the traffic, expenditures being reported for well over 95 per cent of each group of cars. An arbitrary allowance was made, however, to offset what was believed to be a downward bias in these returns in 1941 making for understatement. This was done by adding 10 per cent to the reported expenditures.

Similar to what has already been noted in the case of United States travel, the outstanding feature of Canadian motor travel to the United States in 1941 was the great preponderance of short-stay cars in the total volume of motor traffic, and at the same time their relatively small importance in the figures of estimated expenditures. As indicated in Table 14, the one-day Canadian cars amounted to almost 90 per cent of the volume but represented only about 31 per cent of the expenditures. The corresponding figures for the two-day cars were 4 per cent and 7 per cent, while the three-days-and-over cars were only 6 per cent of the volume but accounted for about 62 per cent of the expenditures. The existence of travel restrictions in 1941 may have influenced this distribution of expenditures. However, it seems safe to assume that in normal times, too, the main proportion of the expenditures in the United States by Canadian motorists are made by a relatively small proportion of the volume because of the heavy volume of local traffic arising out of the close relations between border communities.

The estimated expenditures of Canadian motorists in the United States in 1941 classified by province of re-entry are shown in Table 15. It should be noted that the figures do not necessarily represent expenditures made by residents of the particular provinces concerned. Many motorists may travel from one province to another while en route to and from the United States, but their expenditures are shown under the province in which they crossed the border. The distribution does

Table 14.- Estimated Expenditures of Canadian Motorists Travelling in the United States,
1941, by Length of Stay Groups.

Length of Stay	Number of Cars	% of Total	Average Expendi- ture	Total Expendi- ture	% of Total	Average Persons Per Car	Total Persons	% of Total	Percentage Expenditure Sample
			\$	\$					
One-Day or Less	465,736	89.7	2.27	1,057,388.	31.1	2.27	1,057,388	88.6	-
Two Days	20,383	3.9	11.89	242,363.	7.1	2.53	51,586	4.3	-
Three Days and Over	33,356	6.4	63.09	2,104,529.	61.8	2.52	84,037	7.1	-
TOTALS	519,475	100.0	6.55	3,404,280.	100.0	2.30	1,193,011	100.0	Over 95%
Plus 10%			.66	340,428.					
TOTAL EXPENDITURES			7.21	3,744,709.					

however, roughly indicate the province of origin of the tourists concerned.

Table 15.- Estimated Expenditures of Canadian Motorists
in the United States, 1941, by Province of
Re-entry into Canada

Province of Re-Entry	Expenditures (Rounded)
	\$
Maritime Provinces	450,000.
Quebec	725,000.
Ontario	1,500,000.
Manitoba	225,000.
Saskatchewan	100,000.
Alberta	100,000.
British Columbia	650,000.
 TOTAL CANADA	 3,750,000.

OTHER CANADIAN TRAVEL TO THE UNITED STATES, 1941

The method of estimating the expenditures of Canadians in the United States who travel by other means than automobile is generally similar to that employed in estimating the comparable groups of expenditures of Americans in Canada. The information available with regard to expenditures is less extensive than is the case with the automobile traffic. The basic record of traffic is obtained from a count of entries at the border made by the Immigration Branch of the Department of Mines and Resources. The sample of expenditures is derived from questionnaire cards distributed by the officers of the same branch to Canadians returning. There has been a progressive improvement in the amount of expenditures covered, as the cards have been more widely distributed in recent years. Because of the general similarity in methods of estimating Canadian and American travel by other means than automobile, there is no need for repeating the description which has already been given in the case of the American expenditures. The tables which follow show the average of expenditures appropriate to the various groups of traffic. As in the case of the automobile traffic an arbitrary adjustment was made in the reported returns to allow for what was believed to be a downward bias in 1941 by adding 10 per cent to the expenditures. The resulting averages of expenditures in 1941 were considerably lower than in preceding years. This is the result to be expected from the restrictions upon Canadian expenditures in the United States which were introduced in July 1940.

Table 16.- Estimated Expenditures of Canadian Travellers
To the United States by Rail, 1941

Province of Re-Entry	No. of Persons	Average Expenditure \$	Expenditures (Rounded) \$
New Brunswick	6,767	42.60	300,000
Quebec	50,328	48.26	2,400,000
Ontario	90,525	43.98	4,000,000
Manitoba	6,527	49.83	300,000
Saskatchewan	2,717	61.31	200,000
Alberta	126	48.00	-
British Columbia	10,169	49.66	500,000
	167,159	46.07	7,700,000
Plus 10%		4.61	770,000
Total	167,159	50.68	8,500,000

Table 17.- Estimated Expenditures of Canadian Travellers
To the United States by Bus (1), 1941.

Province of Re-Entry	No. of Persons	Average Expenditures \$	Expenditures (Rounded) \$
New Brunswick and Quebec	5,748	32.79	200,000
Ontario	27,220	23.47	650,000
Prairie Provinces	4,619	47.91	200,000
British Columbia	10,741	28.54	300,000
	48,328	28.04	1,350,000
Plus 10%		2.80	135,000
Total	48,328	30.84	1,500,000

(1) Exclusive of local bus traffic between border communities.

Table III.- Balance of Payments on Tourist Account Between
Canada and All Countries 1926 - 1942

(Net Credits + Net Debits -)

(Millions of Dollars)

Year	Account with United States			Account with Overseas Countries			Account with All Countries		
	Credits	Debits	Net	Credits	Debits	Net	Credits	Debits	Net
1926	140	70	+ 70	12	29	-17	152	99	+53
1927	148	72	+ 76	15	28	-13	163	100	+63
1928	163	72	+ 91	14	26	-12	177	98	+79
1929	184	81	+103	14	27	-13	198	108	+90
1930	167	67	+100	13	25	-12	180	92	+88
1931	141	52	+ 89	12	19	- 7	153	71	+82
1932	103	30	+ 73	11	19	- 8	114	49	+65
1933	81	30	+ 51	8	14	- 6	89	44	+45
1934	96	36	+ 60	10	14	- 4	106	50	+56
1935	107	48	+ 59	10	16	- 6	117	64	+53
1936	129	54	+ 75	13	21	- 8	142	75	+67
1937	149	65	+ 84	17	22	- 5	166	87	+79
1938	134	66	+ 68	15	20	- 5	149	86	+63
1939	137	67	+ 70	12	14	- 2	149	81	+68
1940	98	40	+ 58	6	3	+ 3	104	43	+61
1941	107	18	+ 89	4	3	+ 1	111	21	+90
1942	79	24	+ 55	2	2	-	81	26	+55

Table IV.- Foreign Automobiles and Other Vehicles, entering Canada, by
Province of Entry, 1926 - 1942

	1926	1927	1928	1929	1930	1931
Non-Permit-Class - Local Traffic						
Entering by Ports in -						
Maritime Provinces	51,024	136,172	144,901	158,860	243,375	241,076
Quebec	97,354	191,438	193,811	203,668	268,538	244,770
Ontario	1,289,412	2,000,399	2,253,334	2,922,536	3,470,589	2,834,427
Manitoba	25,386	18,957	34,488	33,333	35,043	30,144
Saskatchewan	4,199	4,317	11,904	15,780	20,577	19,629
Alberta	6,746	6,252	8,164	23,215	24,345	26,592
British Columbia	47,060	52,552	52,135	59,196	47,633	42,854
CANADA	1,521,181	2,410,087	2,698,737	3,416,588	4,110,100	3,439,492
	1932	1933	1934	1935	1936	1937
Maritime Provinces	234,922	108,571	127,630	495,799	558,611	656,376
Quebec	222,801	199,313	204,679	222,209	247,620	237,543
Ontario	2,497,384	1,844,643	1,949,207	1,814,728	1,967,623	2,120,710
Manitoba	31,999	22,241	24,136	27,518	30,835	36,661
Saskatchewan	16,098	13,287	15,421	17,511	18,019	18,345
Alberta	17,720	11,651	13,483	14,540	18,124	15,800
British Columbia	49,466	33,712	39,092	40,636	39,433	41,917
CANADA	3,070,390	2,233,418	2,373,648	2,632,941	2,880,265	3,127,352
	1938	1939	1940	1941	1942	
Maritime Provinces	697,807	705,870	530,223	456,373	362,284	
Quebec	227,648	198,465	176,154	154,018	114,888	
Ontario	2,035,612	1,922,478	1,625,591	1,931,623	1,481,081	
Manitoba	48,243	41,737	37,882	30,994	26,834	
Saskatchewan	18,656	16,804	17,579	18,312	15,733	
Alberta	10,958	11,104	11,249	8,546	7,359	
British Columbia	42,635	46,701	43,179	58,298	36,223	
CANADA	3,081,559	2,943,159	2,441,857	2,658,165	2,044,402	

Table IV.- Traveller's Vehicle Permits

	1926	1927	1928	1929	1930	1931
Entering by Ports in -						
Maritime Provinces	15,245	24,091	32,322	39,092	57,946	60,734
Quebec	164,423	190,916	271,962	320,157	381,432	401,165
Ontario	265,226	415,434	508,828	582,964	694,014	857,293
Manitoba	9,583	10,965	13,659	15,181	15,984	14,464
Saskatchewan	4,069	6,015	5,966	5,873	6,023	4,858
Alberta	2,862	3,285	4,308	6,352	6,174	5,362
British Columbia	93,666	93,007	109,673	122,602	137,785	126,621
CANADA	555,074	743,713	946,718	1,022,227	1,289,358	1,470,497

	1932	1933	1934	1935	1936	1937
Maritime Provinces	53,329	45,204	53,056	51,972	60,634	71,018
Quebec	313,345	237,072	220,955	259,684	302,409	338,234
Ontario	552,202	494,454	523,293	559,789	697,404	828,222
Manitoba	11,605	9,459	10,679	13,287	15,186	17,491
Saskatchewan	4,638	4,414	4,606	5,472	6,512	6,283
Alberta	3,855	3,715	4,652	5,694	7,438	8,759
British Columbia	94,413	69,151	70,949	76,247	104,675	114,481
CANADA	1,033,387	863,469	888,200	972,145	1,194,258	1,384,488

	1938	1939	1940	1941	1942
Maritime Provinces	76,271	80,366	61,273	61,686	23,540
Quebec	280,551	258,148	193,675	225,845	78,324
Ontario	754,586	779,302	582,917	757,959	328,585
Manitoba	18,120	18,176	13,795	14,597	6,373
Saskatchewan	6,379	6,635	6,394	6,458	3,127
Alberta	11,310	13,168	13,348	15,459	3,223
British Columbia	117,869	113,862	92,278	92,048	55,947
Yukon	-	-	-	1	-
CANADA	1,265,086	1,269,257	963,680	1,174,053	491,119

		Commercial Vehicles ⁽¹⁾	
		1941	1942
Entering by Ports in -			
Maritime Provinces		42,530	39,467
Quebec		20,043	16,071
Ontario		54,656	63,160
Manitoba		1,952	1,586
Saskatchewan		2,660	3,255
Alberta		1,516	2,772
British Columbia		5,478	5,179
Yukon		53	27
CANADA		128,888	131,517

(1) Earlier years are not available.

Table V.- Foreign Automobiles and Other Vehicles entering Canada by
Month of Entry, 1937 - 1942

Month	1937	1938	1939	1940	1941	1942
Non-Permit-Class - Local Traffic						
January	155,089	150,096	142,087	131,564	117,573	128,456
February	139,380	134,920	120,731	125,447	109,885	101,548
March	150,941	163,322	143,369	146,142	131,444	118,888
April	168,531	177,776	177,158	155,399	142,435	138,081
May	264,072	247,290	249,465	226,658	220,794	183,369
June	311,289	302,670	319,237	285,582	282,095	217,329
July	517,333	492,754	475,230	300,464	425,718	307,361
August	482,616	448,824	430,665	337,324	416,148	274,465
September	316,072	317,326	299,863	254,344	263,298	187,684
October	257,068	269,570	223,181	189,341	203,322	153,695
November	193,194	196,043	182,701	146,492	185,792	133,723
December	171,707	180,968	179,472	143,100	159,677	99,803
TOTAL	3,127,352	3,081,559	2,943,159	2,441,857	2,313,123	2,044,402

Traveller's Vehicle Permits						
January	25,883	25,895	23,273	20,998	20,361	19,561
February	25,243	24,195	18,612	22,933	21,326	16,512
March	34,811	29,256	25,852	29,455	29,208	22,304
April	44,773	51,964	46,768	43,314	55,022	37,822
May	110,124	99,451	97,544	87,324	100,469	58,715
June	138,460	126,850	140,415	135,512	130,875	58,683
July	302,857	266,854	285,134	149,131	252,423	85,379
August	314,286	280,627	290,687	211,242	287,619	79,510
September	197,816	174,685	169,745	118,818	117,005	53,172
October	96,890	90,493	77,842	71,578	74,282	31,840
November	59,429	53,168	52,696	43,502	51,733	23,660
December	33,918	42,848	41,939	22,873	33,750	11,961
TOTAL	1,384,408	1,241,546	1,205,357	863,650	1,314,083	434,113

Commercial Vehicles						
January					2,200(1)	10,827
February					2,138(1)	9,825
March					2,254(1)	11,157
April					13,217	9,868
May					17,142	12,136
June					14,042	11,774
July					14,276	12,574
August					14,149	12,099
September					12,612	11,403
October					13,630	11,777
November					12,630	9,649
December					10,698	8,428
TOTAL	(2)	(2)	(2)	(2)	128,888	131,517

(1) Not complete.

(2) Not available.

Table VI.- Net⁽¹⁾ Entries of Foreign Travellers by Rail
by Province of Entry 1937 - 1942

Province of Entry	1937	1938	1939	1940	1941	1942
New Brunswick	20,934	19,755	17,331	15,678	24,847	45,231
Quebec	145,051	125,471	122,047	109,144	125,967	165,980
Ontario	206,227	179,410	179,808	162,806	164,235	226,505
Manitoba	17,381	14,622	19,459	12,766	13,961	24,474
Saskatchewan	15,216	12,667	14,711	9,237	11,206	11,458
Alberta	474	415	379	340	292	3,255
British Columbia	39,674	35,520	36,743	27,275	27,756	36,360
TOTAL	444,957	387,860	390,478	337,246	368,264	513,263

(1) After deducting in transit passengers across Southern Ontario.

Table VII.- Entries of Foreign Travellers by Boat
by Province of Entry, 1937 - 1942

Province of Entry	1937	1938	1939	1940	1941	1942
Nova Scotia	38,184	37,614	32,237	15,843	14,260	1,174
New Brunswick	18,307	7,202	8,762	4,904	3,752	4,554
Quebec	9,794	10,116	9,001	2,852	3,584	3,693
Ontario	84,192	54,516	68,851	42,896	75,134	52,720
Manitoba	2	-	1	-	-	-
Saskatchewan	-	-	-	-	-	-
Alberta	5,722	5,844	6,844	5,332	5,054	725
British Columbia	111,029	102,903	147,417	103,293	123,003	76,091
Yukon	336	350	353	376	326	20
TOTAL	287,566	218,545	273,466	180,496	230,114	138,977

Adjusted Entries by Boat⁽¹⁾

Province of Entry	1940	1941	1942
Nova Scotia	11,136	10,726	1,126
New Brunswick	4,774	3,376	4,548
Quebec	2,852	3,584	3,693
Ontario	64,168	86,387	72,833
Manitoba	-	-	-
Saskatchewan	-	-	-
Alberta	5,332	5,054	725
British Columbia	80,354	95,996	65,715
Yukon	376	326	20
TOTAL	168,992	205,449	148,660

(1) Adjustments include the subtraction of Motorists arriving by Boat, who are already covered in the motor car account, and the addition of some travellers not originally classified in this category.

Table VIII.- Entries of Foreign Travellers by
Bus and Aeroplane 1940 - 1942

BUS AND AEROPLANE

Province of Entry	1940 (1)	1941	1942
Maritime Provinces	8,330	5,222	8,440
Quebec	8,937	10,663	9,406
Ontario	115,511	163,825	120,651
Manitoba	3,010	3,521	3,547
Saskatchewan	362	238	43
Alberta	852	1,086	1,321
British Columbia	11,728	16,701	18,445
Yukon	-	-	-
TOTAL	133,530	201,169	161,753

INTERNATIONAL TRAVELLERS

Province of Entry	1940 (1)	1941	1942
Maritime Provinces	1	936	1,243
Quebec	7,349	15,106	8,435
Ontario	701	7,532	4,592
Manitoba	911	1,227	1,033
Saskatchewan	20	45	46
Alberta	17	615	639
British Columbia	2,631	6,386	4,417
Yukon	1,849	3,201	6,139
TOTAL	13,379	35,098	26,544

Source: Immigration Branch, Department of Mines and Resources.

(1) The 1940 figures for bus and aeroplane travellers cover the period from April 1st only, as these groups were not classified separately prior to that date.

Table IX-Part 1.- Canadian Automobiles Travelling in the United States
July 1939 - December 1942

	1939 ⁽²⁾	1940	1941	1942
<u>Length of Stay - 24 hours or less</u>				
<u>Returning by Ports in:</u>				
Maritime Provinces	46,554 ⁽¹⁾	31,905 ⁽¹⁾	151,693	166,029
Quebec	122,916 ⁽¹⁾	70,747 ⁽¹⁾	65,136	72,167
Ontario	113,529 ⁽¹⁾	172,676 ⁽¹⁾	170,972	268,808
Manitoba	38,561	24,654	8,240	7,572
Saskatchewan	19,676	16,848	10,482	11,684
Alberta	13,160	9,323	2,341	3,620
British Columbia	95,102	81,137	44,766	42,657
Yukon	-	-	-	4
TOTAL CANADA	449,498 ⁽¹⁾	407,290 ⁽¹⁾	453,630	572,541

<u>Length of Stay - Over 24 hours</u>				
<u>Returning by Ports in:</u>				
Maritime Provinces	10,890	5,863	2,107	1,318
Quebec	61,090	25,018	9,002	6,189
Ontario	93,880	52,974	21,604	16,767
Manitoba	14,789	7,880	3,439	1,643
Saskatchewan	6,401	3,594	1,492	1,231
Alberta	8,258	1,915	1,397	752
British Columbia	51,635	35,019	15,019	10,448
Yukon	-	-	-	-
TOTAL CANADA	246,943	132,263	54,060	38,348

<u>Commercial Vehicles</u>				
<u>Returning by Ports in:</u>				
Maritime Provinces			36,590	45,315
Quebec			13,465	19,163
Ontario			37,992	48,275
Manitoba			548	1,357
Saskatchewan			803	891
Alberta			3,038	4,049
British Columbia			5,932	10,181
Yukon			31	-
TOTAL CANADA	(3)	(3)	98,399	129,231

Incomplete Count of Traffic.

(1) Covers the months of July to December only. No comparable figures are available which include traffic in the first six months. The number of cars recorded in the first six months of 1939, but excluded from these totals was 313,726. (See Page 25)

(2) Not available

Table IX-Part 2.- Canadian Automobiles and Other Vehicles Travelling
in the United States, by Month of Re-entry into Canada

Month	1939	1940	1941	1942
<u>Length of Stay - 24 hours or less</u>				
January	(2)	39,338 (1)	7,253 (1)	39,053
February	(2)	37,419 (1)	7,918 (1)	34,657
March	(2)	51,866 (1)	12,879 (1)	44,489
April	(2)	53,742 (1)	46,488	47,704
May	(2)	74,642 (1)	47,566	52,020
June	(2)	80,804 (1)	49,191	49,470
July	109,042 (1)	11,939 (1)	51,642	53,015
August	104,588 (1)	9,772 (1)	48,883	57,336
September	74,834 (1)	11,633 (1)	46,661	50,607
October	59,471 (1)	12,793 (1)	45,994	53,848
November	31,763 (1)	13,271 (1)	46,136	49,889
December	49,774 (1)	11,049 (1)	44,022	40,453
TOTAL	449,498 (1)	407,290 (1)	453,630	572,641

<u>Length of Stay - Over 24 hours</u>				
January	(2)	8,647	1,549	2,366
February	(2)	12,247	1,427	2,026
March	(2)	15,868	2,053	3,368
April	(2)	16,769	4,575	3,887
May	(2)	31,306	4,535	3,592
June	(2)	18,155	5,407	3,108
July	73,031	11,400	7,303	3,773
August	68,787	4,528	8,187	5,098
September	36,685	4,355	6,463	4,190
October	31,585	4,283	5,545	3,137
November	19,225	2,854	3,913	2,256
December	17,630	1,851	3,103	1,547
TOTAL	246,943	132,263	54,060	38,348

<u>Commercial Vehicles</u>				
January		(2)		12,026
February		(2)		11,927
March		(2)		11,361
April			7,818	8,981
May			9,446	9,910
June			10,799	12,188
July			12,234	12,649
August			12,393	11,025
September			11,489	10,318
October			13,525	11,001
November			10,628	8,972
December			10,067	8,873
TOTAL	(2)	(2)	98,399	129,231

(1) Incomplete count of traffic.

(2) Comparable categories are not available (See Page 25).

Table X.- Canadian Automobiles Exported for Touring Purposes,
by Provinces 1927 - 1938.

	1927	1928	1929	1930	1931	1932
Maritime Provinces	48,893	34,701	27,872	6,944	9,437	5,587
Quebec	105,370	98,534	145,714	140,684	132,576	91,148
Ontario	227,758	236,606	283,250	275,385	234,077	149,418
Manitoba	20,084	18,989	15,375	15,299	14,469	9,762
Saskatchewan	7,946	10,762	17,736	9,875	8,145	4,613
Alberta	1,697	2,086	2,795	2,939	2,819	1,750
British Columbia	84,181	118,193	126,830	143,998	135,332	114,579
Yukon	-	-	-	-	-	-
TOTAL CANADA	495,929	519,871	619,672	595,124	536,855	376,857
	1933	1934	1935	1936	1937	1938
Maritime Provinces	7,920	9,271	13,780	17,402	23,591	19,726
Quebec	96,718	116,435	155,417	159,059	181,674	184,977
Ontario	164,795	194,012	247,452	264,535	273,865	295,988
Manitoba	13,387	16,403	21,464	16,879	20,208	20,932
Saskatchewan	6,678	5,875	7,420	9,812	11,836	12,790
Alberta	2,368	3,444	4,982	6,945	7,549	8,582
British Columbia	125,266	168,412	208,744	215,042	237,706	244,830
Yukon	-	-	-	-	-	-
TOTAL CANADA	417,132	513,852	659,259	689,674	756,429	787,825

Table XI.- Number of Canadians Returning from the United States
by Rail, by Province of Re-entry, 1938 - 1942.

Province of Re-entry	1938	1939	1940	1941	1942
New Brunswick	16,738	16,111	10,843	6,767	10,766
Quebec	113,722	118,919	71,784	50,328	80,823
Ontario	218,082	217,136	144,385	90,525	150,601
Manitoba	19,707	19,082	11,688	6,527	8,985
Saskatchewan	5,388	4,739	3,269	2,717	3,516
Alberta	438	401	248	126	468
British Columbia	31,323	32,673	17,136	10,169	10,192
Yukon	-	-	-	-	-
TOTAL CANADA	405,398	409,061	259,353	167,159	265,351

Table XII.- Number of Canadians Returning from the United States
by Boat, by Province of Re-entry, 1938 - 1942.

Province of Re-entry	1938	1939	1940	1941	1942
Maritime Provinces	34,530	64,128	45,105	10,601	15,244
Quebec	2,030	3,751	567	127	94
Ontario	21,456	30,427	64,100	28,646	16,396
Manitoba	-	2	-	-	-
Saskatchewan	-	-	-	-	-
Alberta	-	-	2,876	3,131	1,395
British Columbia	29,815	44,100	20,768	10,890	9,271
Yukon	1	1	9	-	29
TOTAL CANADA	87,832	142,409	133,425	53,395	42,429

Table XIII.- Number of Canadians Returning from the United States by
Bus and Aeroplane by Province of Re-entry, 1940 - 1942.

Returning by Bus⁽¹⁾

Province of Re-entry	1940 ⁽²⁾	1941	1942
New Brunswick	2,092	1,930	2,700
Quebec	7,858	3,818	4,722
Ontario	33,673	27,220	50,651
Manitoba	4,822	3,966	4,296
Saskatchewan	626	152	88
Alberta	525	501	877
British Columbia	13,076	10,741	14,675
Yukon	-	-	-
TOTAL CANADA	62,672	48,328	78,009

(1) Exclusive of local bus traffic between border communities.

(2) In 1940 the period April to December is covered only.

Returning by Aeroplane

Province of Re-entry	1940 ⁽¹⁾	1941	1942
New Brunswick	-	202	527
Quebec	5,009	6,246	4,957
Ontario	127	4,380	4,223
Manitoba	554	443	338
Saskatchewan	1	2	-
Alberta	-	76	180
British Columbia	1,577	1,766	1,160
Yukon	34	84	69
TOTAL CANADA	7,302	13,199	11,454

(1) In 1940 the period from April to December is covered only.

Table XIV.- Overseas Tourists to Canada 1926 - 1942.

Entries Via Canadian Ocean Ports	1926	1927	1928	1929	1930	1931
First Class	3,281	3,574	3,002	2,859	2,780	2,432
Cabin Class	(	6,789	6,103	5,906	5,510	4,389
Tourist and Third Class	(8,491	2,818	4,027	4,707	4,288	5,408
Total Via Canadian Ocean Ports	11,772	13,181	13,132	13,472	12,578	12,229
Entries Via Canadian Ocean Ports	1932	1933	1934	1935	1936	1937
First Class	2,445	2,258	3,114	2,726	2,125	(8,782
Cabin Class	3,929	3,374	3,917	4,582	5,666	(
Tourist and Third Class	4,381	4,018	4,500	4,919	5,133	6,333
Total Via Canadian Ocean Ports	10,755	9,650	11,531	12,227	12,924	15,115
Entries Via Canadian Ocean Ports	1938	1939	1940	1941	1942	
Cabin Class	7,045	6,747	3,436	2,152	1,032	
Tourist Class	5,685	5,673	1,868	607	219	
Third Class	2,733	3,756	1,610	512	132	
Total Via Canadian Ocean Ports	15,463	16,176	6,914	3,271	1,383	
Entries from Newfoundland	7,600	7,192	7,307	10,902	14,086	
Entries Via U.S. Ocean Ports						
	2,596	2,200	2,700	(1)	(1)	

(1) Not Available.

Table XV.- Canadians Returning from Overseas 1926 - 1942

Entries Via Canadian Ocean Ports	1926	1927	1928	1929	1930	1931
First Class	3,090	5,011	2,822	2,815	3,284	2,738
Cabin Class	(	12,882	11,547	11,253	8,948	5,892
Tourist and Third Class	(35,532	19,363	22,693	26,292	26,191	21,333
Total Via Canadian Ocean Ports	38,622	37,256	37,062	40,360	38,423	29,963
Entries Via Canadian Ocean Ports	1932	1933	1934	1935	1936	1937
First Class	2,887	2,707	2,989	3,054	2,266	(9,517
Cabin Class	5,388	5,073	5,202	5,399	6,690	(
Tourist and Third Class	22,902	19,626	19,428	19,699	24,943	23,042
Total Via Canadian Ocean Ports	31,177	27,406	27,619	28,152	33,899	32,559
Entries Via Canadian Ocean Ports	1938	1939	1940	1941	1942	
Cabin Class	7,414	4,940	761	628	191	
Tourist Class	6,214	3,204	540	111	35	
Third Class	14,125	9,834	1,769	572	63	
Total Via Canadian Ocean Ports	27,753	17,978	3,070	1,311	289	
Entries from Newfoundland	2,530	2,751	3,476	10,216	15,435	
Entries Via U.S. Ocean Ports	12,594	11,261	2,811	(1)	(1)	

(1) Not Available.

Table XVI.- Number of Motor Cars Entering Canada on Traveller's Vehicle Permits
by State and Country of Registration, 1937 - 1942.

State, Etc.	1937	1938	1939	1940	1941	1942
Alabama	748	593	840	608	830	318
Arizona	661	620	719	611	673	109
Arkansas	556	434	757	535	541	210
California	28,429	28,614	29,177	25,107	26,960	4,385
Colorado	2,353	1,897	2,396	1,816	1,679	321
Connecticut	21,093	16,885	18,118	13,225	21,878	5,129
Delaware	1,168	1,011	995	836	1,086	126
District of Columbia	4,774	4,179	3,747	2,724	3,398	533
Florida	4,887	4,927	5,417	4,319	5,076	1,464
Georgia	1,681	1,310	1,640	1,322	1,721	618
Idaho	2,070	2,408	2,285	2,036	2,237	729
Illinois	42,967	38,723	44,301	30,078	34,854	8,851
Indiana	15,945	12,803	14,496	9,928	14,247	4,321
Iowa	6,317	6,099	7,646	5,214	5,883	1,571
Kansas	2,898	2,517	3,313	2,279	2,492	604
Kentucky	2,712	2,262	2,542	1,584	2,978	705
Louisiana	828	832	1,727	744	1,082	656
Maine	55,344	59,891	60,441	46,707	39,883	25,485
Maryland	5,615	6,390	5,010	3,878	5,932	838
Massachusetts	63,350	54,885	56,421	44,067	60,001	10,921
Michigan	319,719	273,727	269,419	187,108	253,552	121,335
Minnesota	23,634	22,978	23,888	19,774	16,104	6,715
Mississippi	593	458	734	467	415	120
Missouri	5,847	5,215	6,777	4,694	5,726	1,314
Montana	5,748	6,687	7,531	7,240	7,393	3,026
Nebraska	2,500	2,126	2,641	2,066	2,113	561
Nevada	398	446	352	357	336	66
New Hampshire	17,089	14,577	14,139	10,661	15,208	5,634
New Jersey	28,242	25,113	25,885	19,652	25,530	3,406
New Mexico	312	522	789	255	268	34
New York	324,684	324,877	315,374	250,441	290,885	146,372
North Carolina	1,422	1,396	1,584	1,088	1,629	366
North Dakota	10,077	10,833	11,390	8,493	7,223	4,568
Ohio	75,848	59,785	65,457	47,108	69,580	24,284
Oklahoma	1,958	1,776	2,328	1,614	1,932	363
Oregon	7,414	8,321	7,648	7,170	7,527	3,643
Pennsylvania	63,439	54,080	51,562	41,024	59,761	17,646
Rhode Island	10,629	8,296	8,833	6,315	9,154	1,567
South Carolina	716	684	879	789	824	286
South Dakota	1,136	1,124	1,423	991	1,130	293
Tennessee	1,634	1,274	1,735	1,244	1,695	471
Texas	3,333	3,674	4,960	3,300	3,944	870
Utah	1,274	1,198	1,572	1,171	1,110	196
Vermont	110,930	88,757	78,624	61,505	56,526	33,851
Virginia	2,528	2,818	2,615	2,264	2,293	653
Washington	81,195	81,557	81,715	68,642	62,026	47,546
West Virginia	2,689	2,164	2,059	1,633	2,512	651
Wisconsin	13,509	12,053	13,894	9,820	10,792	2,965
Wyoming	527	496	636	431	634	22
Total U. S. by States	1,202,310	1,024,224	1,020,120	760,420	940,420	400,000

Table XVI - Continued.

U. S. Possessions	1937	1938	1939	1940	1941	1942
Alaska	64	46	80	74	93	110
American Samoa	-	-	-	1	-	1
Guam	-	1	1	1	-	-
Hawaii	277	299	447	318	251	17
Philippines	17	46	36	21	16	-
Puerto Rico	15	10	15	9	8	3
Virgin Islands	-	-	1	-	1	-
U.S. Gov't. (Military, etc.)	2	-	-	-	148	1,112
TOTAL U. S. POSSESSIONS	375	402	580	424	517	1,243

Country, Etc.	1937	1938	1939	1940	1941	1942
North America						
Newfoundland	41	35	27	33	51	6
St. Pierre and Miquelon	-	-	-	2	-	4
Central America						
Bahamas	8	-	-	8	5	2
Bermuda	1	-	-	-	-	-
British West Indies	4	12	14	7	1	-
Costa Rica	-	-	-	-	1	-
Cuba	57	72	80	33	25	2
Dominican Republic	2	-	1	-	-	-
Guatemala	-	-	1	1	-	1
Haiti	-	-	2	2	1	-
Honduras	2	1	1	3	-	-
Jamaica	4	4	3	2	-	-
Mexico	127	105	192	71	63	22
Netherlands West Indies	1	-	2	5	3	-
Panama (Incl. Canal Zone)	100	84	149	106	99	5
Salvador	-	-	2	1	-	-
Other Central America	-	-	-	-	3	-
Other West Indies	-	-	-	-	12	-
South America						
Argentina	1	1	2	1	-	-
Bolivia	-	-	-	-	1	-
Brazil	2	4	2	4	3	-
British Guiana	-	-	-	1	-	-
Chile	-	-	-	2	-	-
Colombia	1	9	3	3	10	-
Peru	-	-	1	-	4	-
Venezuela	1	7	7	6	13	-
Other South America	1	-	-	-	-	-

Table XVI - Concluded.

Country, Etc.	1937	1938	1939	1940	1941	1942
<u>Europe</u>						
Belgium	-	1	4	1	-	-
Denmark	-	-	1	-	-	-
Finland	-	-	-	2	-	-
France	1	8	25	4	3	-
Germany	4	3	6	-	-	-
Great Britain	23	27	97	17	2	-
Italy	-	-	1	1	-	-
Luxembourg	-	-	-	3	-	-
Malta	-	1	-	-	-	-
Netherlands	1	1	3	1	-	-
Portugal	1	-	-	-	-	-
Spain	1	-	-	-	-	-
Sweden	-	-	2	-	-	-
Switzerland	1	1	3	1	-	-
<u>Asia</u>						
China	2	4	5	1	4	-
Hong Kong	4	-	-	3	-	-
India	-	5	-	-	-	-
Japan	-	1	-	-	-	-
Netherlands East Indies	-	1	1	1	-	-
Straits Settlements	-	2	3	-	-	-
<u>Oceania</u>						
Australia	1	-	1	3	-	-
Fiji	-	-	1	-	-	-
New Zealand	2	-	2	1	-	-
<u>Africa</u>						
Egypt	-	3	-	-	-	-
South Africa	1	-	1	-	-	-
Country Not Specified	-	-	-	1	47	-
TOTAL OTHER COUNTRIES	395	392	645	331	371	42
TOTAL ALL COUNTRIES	1,384,488	1,265,086	1,269,657	963,680	1,153,040	498,086

Table XVII.- Annual Statement by Ports of Highway Traffic
at Canadian Border Points, Calendar Year 1941.

Port and Province	Foreign Cars Inwards			Canadian Cars Inwards		
	Non-Permit Class-Local Traffic	Traveller's Vehicle Permits	Com- mercial Vehicles	Length of stay abroad 24 hours or less	Over 24 hours	Com- mercial Vehicles
(X)						
Nova Scotia						
Halifax	-	9	2	-	-	-
North Sydney	-	44	-	-	-	-
Yarmouth	-	1,402	-	2	24	-
Total, Nova Scotia ...	-	1,455	2	2	24	-
Prince Edward Island (x)						
Charlottetown	-	-	-	-	-	-
Summerside	-	-	-	-	-	-
Total:						
Prince Edward Island	-	-	-	-	-	-
New Brunswick						
Andover	14,367	5,115	4,283	6,467	189	5,565
Aroostook Jct.	104	78	9	58	6	57
Bellefleur	639	42	244	431	4	101
Bloomfield	1,884	249	489	504	30	154
Brown Road	420	31	105	258	7	33
Campobello	815	84	71	382	1	7
Centreville	3,963	1,245	1,320	737	47	703
Clair	19,763	1,684	2,277	8,505	5	1,893
Connors	51	6	6	21	-	-
Edmundston	83,123	5,206	5,418	32,251	86	14,404
Forest City	2,531	87	16	579	1	267
Fosterville	1,772	201	15	250	4	1,891
Four Falls	1,126	361	240	490	4	79
Gillespie	3,613	1,412	1,692	1,448	23	609
Grand Falls	3,814	875	1,313	1,937	27	39
Green River	-	-	-	3	3	-
Lord's Cove	125	268	-	86	10	2
Milltown	39,428	1,038	2,787	20,782	25	242
North Head	-	132	-	26	8	-
River de Chute	2,271	539	1,130	529	13	455
St. Andrews	-	574	-	16	2	-
St. Croix	14,108	2,352	1,069	2,176	88	1,255
St. Hilaire	-	-	-	-	-	-
St. John	-	21	-	-	2	-
St. Leonard	29,724	4,984	7,766	15,464	101	2,782
St. Stephen	202,244	26,765	9,445	46,933	981	4,648
Union Corner	2,263	99	1,293	1,143	11	872
Upper Mills	4,685	162	212	4,484	17	29
Woodstock Road	23,540	6,621	1,328	5,731	388	503
Total, New Brunswick..	456,373	60,231	42,528	151,691	2,083	36,590

(X) As Nova Scotia and Prince Edward Island have no ports of entry adjacent to the United States boundary, cars proceeding to these provinces (with the exception of these travelling direct from the United States by steamer) enter through ports in other provinces and are recorded in the latter.

Table XVII.- Annual Statement by Ports of Highway Traffic
at Canadian Border Points, Calendar Year 1941--Continued.

Port and Province	Foreign Cars Inwards			Canadian Cars Inwards		
	Non-Permit	Traveller's	Com-	Length of stay abroad		Com-
	Class-Local	Vehicle	mercial	24 hours	Over	mercial
	Traffic	Permits	Vehicles	or less	24 hours	Vehicles
Quebec						
Abercorn	5,348	4,275	588	4,111	87	4,198
Armstrong	1,629	13,080	523	651	491	1,142
Beebe	22,608	2,335	1,421	4,973	87	1,560
Chartierville	1,031	1,757	61	193	14	207
Clarenceville	1,230	1,627	43	571	16	4
Comina Mills	6,257	6,627	445	3,786	205	5,000
Covey Hill	533	337	71	174	12	185
Dundee	11,756	1,490	430	5,679	48	69
East Pinnacle	839	691	47	1,354	33	216
Estcourt	18	16	16	1	-	-
Franklin Centre ..	71	792	2	70	5	-
Freighsburg	2,419	2,223	453	1,066	154	1,219
Glen Sutton	3,580	6,984	3,116	1,252	5	336
Hemmingford	1,368	5,749	270	2,590	153	1
Hardman	3,111	3,047	697	1,033	36	-
Hereford Road	4,030	3,491	456	2,506	13	1,155
Highwater	12,948	11,723	4,396	2,341	353	505
Jameson's Lines ..	123	336	151	27	1	-
Lac Frontiere	715	331	13	31	7	-
Lac Memphremagog ..	2	10	-	-	-	-
Lacolle	3,619	55,033	1,058	7,113	2,971	532
Mansonville	13	-	-	8	-	-
Montreal	-	11	-	-	2	-
Morses Line	2,034	926	271	1,018	16	-
Noyan	3,740	5,965	190	1,333	130	43
Phillipsburg	4,809	44,694	1,657	3,137	2,277	335
Rock Island	40,656	29,294	2,242	7,535	306	647
St. Armand	85	387	10	73	1	-
St. Pamphile	48	84	-	-	-	-
St. Zacharie	283	302	-	121	175	4
Stanhope	2,224	8,384	768	3,434	305	1,334
Trout River	9,334	11,828	102	6,129	555	522
Weburn	3,936	2,933	531	1,601	145	125
Total, Quebec	154,018	225,845	20,032	65,136	9,002	13,457
Ontario						
Aultsville	29	136	-	13	13	-
Brockville	1,355	2,863	95	222	160	65
Cobourg	-	73	-	-	-	-
Cornwall	15,691	6,474	647	7,306	475	343
Leamington	1,894	783	7	52	40	-
Port Erie	647,920	181,070	5,499	35,361	3,730	1,373
Port Frances	24,235	11,539	2,438	9,194	500	11,932
Port William	-	81	-	-	-	-
Windsor	42	309	3	5	9	-

Table XVII.- Annual Statement by Ports of Highway Traffic at Canadian Border Points, Calendar Year 1941--Continued.

Port and Province	Foreign Cars Inwards			Canadian Cars Inwards		
	Non-Permit	Vehicle	Commercial	24 hours	Over 24 hours	Commercial
	Class-Local Traffic	Permit Vehicles	Commercial Vehicles	or less	or more	Vehicles
Ontario-- (Continued)						
Kingsville	-	4	-	-	-	-
Lansdowne	5,534	48,639	659	905	811	132
Leamington	9	430	-	-	3	-
Midland	-	3	-	-	-	-
Morrisburg	562	2,320	138	198	115	-
Niagara Falls	437,065	164,699	5,418	69,855	5,334	4,581
Pigeon River	10,276	7,390	223	507	885	-
Port Arthur	3	60	-	1	-	-
Port Lambton	3,932	1,608	15	351	163	22
Prescott	5,780	7,480	759	1,822	539	154
Rainy River	965	586	7	154	12	21
Sarnia	53,003	66,468	6,581	4,121	3,021	411
Sault Ste. Marie ..	16,128	14,013	134	6,902	1,202	365
Simbra	2,066	616	6	116	59	193
Toronto	-	50	-	2	-	-
Walkerville	35,249	9,023	4,206	3,333	191	12,963
Walpole Island ...	1,417	454	-	25	11	-
West Dock	17	76	-	-	-	-
Windsor	668,461	230,812	27,921	30,522	4,273	4,913
Total, Ontario	1,971,531	157,312	13,339	110,911	11,104	27,387
Manitoba						
Boissevain	1,679	1,133	159	86	53	-
Cartwright	499	157	43	71	48	2
Coulter	462	230	51	99	33	24
Crystal City	363	141	-	105	25	-
Emerson	16,417	11,322	676	4,570	3,089	243
Goodlands	305	176	21	178	26	49
Grotne	5,630	235	183	810	34	14
Haskett	796	144	123	366	18	186
Iona	1,134	335	58	433	65	32
Lyleton	310	171	34	237	5	-
Middlebro	936	70	3	462	6	-
Piney	483	78	41	123	-	1
Snowflake	449	96	75	167	21	-
South Junction ...	897	109	316	386	5	2
Windygates	634	200	119	148	11	-
Total, Manitoba	32,354	14,597	1,277	8,240	1,433	548
Saskatchewan						
Beaubier	207	25	2	31	12	-
Big Beaver	395	174	108	121	28	4
East Poplar River ..	613	186	23	221	53	3
Elmore	1,316	171	66	1,260	19	21
Estevan	2,790	326	105	582	41	472

Table XVII.- Annual Statement by Ports of Highway Traffic at Canadian Border Points, Calendar Year 1941.-Concluded.

Port and Province	Foreign Cars Inwards			Canadian Cars Inwards		
	Non-Permit Class-Local Traffic	Traveller's Vehicle Permits	Com- mercial Vehicles	Length of stay abroad 24 hours or less	Over 24 hours	Com- mercial Vehicles
Saskatchewan--Cont'd.						
Marienthal	790	228	30	415	51	-
Monchy	669	363	46	109	122	5
Northgate	3,295	966	113	1,921	61	6
North Portal	6,231	1,820	2,118	5,087	631	165
Oungre	333	450	13	101	64	3
Regway	580	1,054	15	340	316	5
Treelon	303	147	18	113	34	118
West Poplar River ..	737	372	2	117	37	-
Willow Creek	53	176	1	64	23	1
Total, Saskatchewan ..	18,312	6,458	2,660	10,482	1,492	803
Alberta						
Aden	213	46	16	99	16	142
Cardston	30	42	3	4	-	-
Carway	1,326	3,068	7	266	480	58
Chief Mountain	976	9,356	10	131	324	-
Coutts	4,854	2,635	862	1,555	544	2,772
Del Bonita	1,060	230	616	90	11	66
Wild Horse	87	82	2	96	22	-
Total, Alberta	8,546	15,459	1,516	2,341	1,397	3,038
British Columbia						
Aldergrove	2,090	3,633	577	2,131	407	116
Boundary Bay	2,960	4,895	718	14,748	2,657	60
Bridestville	5	1	-	-	-	-
Carson	2,015	1,332	140	344	31	2
Cascade City	3,553	2,165	702	1,325	66	3
Huntingdon	5,258	7,820	269	3,431	299	536
Keremeos	24	44	11	19	7	-
Kingsgate	1,023	5,720	93	824	1,749	32
Midway	1,244	154	39	90	8	-
Nelway	249	966	2	127	221	-
New Westminster ...	-	2	-	-	-	-
Osoyoos	2,209	4,693	133	1,790	649	2
Pacific Highway ...	32,015	46,649	1,297	7,840	7,917	889
Paterson	790	958	291	1,641	418	185
Port Alberni	-	2	-	-	-	-
Prince Rupert	-	3	-	-	-	-
Roosville	517	474	83	143	16	18
Rykerts	1,776	685	13	298	123	173
Sidney	-	1,616	6	49	81	-
Silver Heights	114	-	26	4,761	-	1,683
Stewart	2,449	3	1,078	5,187	-	2,233
Vancouver	5	157	-	1	2	-
Victoria	2	10,076	-	17	368	-
Total, British Columbia	58,298	92,048	5,478	44,766	15,019	5,932
Yukon Territory						
Dawson	1	1	53	-	-	31
TOTAL CANADA	2,658,165	1,174,053	128,877	453,630	54,060	98,399

Table XVIII.- Number of Travellers Vehicle Permits issued to Motor Cars of the Tourist Class during the Four Months June to September, 1941 by Ports of Entry and Ports of Exit and Number of Days Stay in Canada.

		Ports of Entry	Ports of Exit	Number of Permits issued June to September by Length of Stay			
				1 Day	2 Days	3 Days & Over	Total
Section 1. Traffic Within Ontario							
(A)	St. Lawrence River Ports						
			Cobourg	2	1	4	7
			Toronto		1	2	3
			Fort Erie and Niagara Falls	227	1,232	3,873	5,432
			Lake Erie Ports			2	2
			St. Clair and Detroit River Ports	200	769	1,105	2,074
			Sault Ste. Marie	10	67	185	262
			Total of Above	439	2,170	5,171	7,780
			St. Lawrence River Ports	10,880	4,910	21,940	37,730
			All Ports in the Province of Quebec				
			All Ports in Canada	397	1,753	5,083	7,233
				11,756	8,853	32,843	53,452
(B)	Cobourg				1	7	8
			St. Lawrence River Ports				
			Toronto				
			Fort Erie and Niagara Falls	2	1	30	33
			Lake Erie Ports			4	4
			St. Clair and Detroit River Ports			2	2
			Sault Ste. Marie	2	2	43	47
			Total of Above			6	6
			Cobourg	3	4	65	72
			All Ports in Canada				
(C)	Toronto				2	4	6
			St. Lawrence River Ports				
			Cobourg				
			Fort Erie and Niagara Falls	4	3	16	23
			Lake Erie Ports			1	1
			St. Clair and Detroit River Ports	1		2	3
			Sault Ste. Marie	5	5	23	33
			Total of Above			12	12
			Toronto			41	52
			All Ports in Canada	5	6		

Table XVIII.- Number of Travellers Vehicle Permits issued to Motor Cars of the Tourist Class during the Four Months June to September, 1941 by Ports of Entry and Ports of Exit and Number of Days Stay in Canada, Cont'd.

	Ports of Entry	Ports of Exit	Number of Permits issued June to September by Length of Stay			
			1 Day	2 Days	3 Days & Over	Total
(D) Port Erie and Niagara Falls	St. Lawrence River Ports		311	2,507	6,154	8,972
	Cobourg		2	8	21	31
	Toronto		11	12	30	53
	Lake Erie Ports		2	18	38	58
	St. Clair and Detroit River Ports		40,040	21,363	6,111	67,514
	Sault Ste. Marie		6	130	1,142	1,278
	Total of above		40,372	24,038	13,496	77,906
	Port Erie and Niagara Falls		51,313	31,399	68,209	150,921
	All Ports in Canada		91,717	56,037	89,134	236,888
				2	8	10
(E) Lake Erie Ports	St. Lawrence River Ports					
	Cobourg					
	Toronto					
	Port Erie and Niagara Falls		6	28	91	125
	St. Clair and Detroit River Ports		57	17	56	130
	Sault Ste. Marie				10	10
	Total of above		63	47	165	275
	Lake Erie Ports		9	14	111	134
	All Ports in Canada		72	61	288	421
(F) St. Clair and Detroit River Ports	St. Lawrence River Ports		156	852	1,586	2,594
	Cobourg				10	10
	Toronto			5	13	18
	Port Erie and Niagara Falls		35,368	27,527	9,111	72,006
	Lake Erie Ports		32	37	61	130
	Sault Ste. Marie		1	35	1,744	1,780
	Total of above		35,557	28,456	12,525	76,538
	St. Clair and Detroit River Ports		41,428	16,626	53,611	111,665
	All Ports in Canada		77,009	45,199	70,988	193,196

Table XVIII.- Number of Travellers Vehicle Permits issued to Motor Cars of the Tourist Class during the Four Months June to September, 1941 by Ports of Entry and Ports of Exit and Number of Days Stay in Canada. Continued.

Ports of Entry	Ports of Exit	Number of Permits issued June to September by Length of Stay			
		1 Day	2 Days	3 Days & Over	Total
(G) Saulte Ste. Marie	St. Lawrence River Ports	4	70	222	296
	Cobourg				
	Toronto			1	1
	Fort Erie and Niagara Falls	2	157	1,432	1,591
	Lake Erie Ports			7	7
	St. Clair and Detroit River Ports	3	54	1,499	1,556
	Total of above	9	281	3,161	3,451
	Saulte Ste. Marie	807	613	6,246	7,666
	All Ports in Canada	817	954	10,199	11,970
Section II. Traffic from Ontario to					
Other Provinces					
St. Lawrence River Ports	All Ports in Quebec	397	1,753	5,083	7,233
All Ports in Ontario West of Kingston and East of Sault Ste. Marie (Incl. Sault Ste. Marie)	All Ports in Quebec	41	534	11,385	11,960
All Ports in Ontario	All Ports in Quebec	429	2,308	16,705	19,442
All Ports in Ontario	All Ports in Maritime Provinces	4	7	1,893	1,904
All Ports in Ontario	All Ports in Manitoba	19	347	1,621	1,987
All Ports in Ontario	All Ports in Maritimes, Quebec and Manitoba	452	2,662	20,219	23,333
All Ports in Ontario	All Ports in Ontario	182,651	110,989	194,844	488,484
All Ports in Ontario	All Ports in Canada	183,106	113,661	215,327	512,094
Section III. Traffic from the Maritime Provinces to Central Canada					
All Ports in the Maritime Provinces	All Ports in Quebec	51	142	1,905	2,098
	All Ports in Ontario	3	17	892	912
	All Ports in Quebec and Ontario	54	159	2,797	3,010
	All Ports in the Maritime Provinces	8,241	3,354	22,803	34,398
	All Ports in Canada	8,296	3,514	25,626	37,436

Table XVII.- Number of Travellers Vehicle Permits issued to Motor Cars of the Tourist Class during the Four Months Ending September, 1942. Ports of Entry and Ports of Exit and Number of Days Stay in Canada. Continued.

Section IV. Traffic from Quebec - Other Provinces	Ports of Entry	Ports of Exit	Number of Permits issued June to September by Length of Stay		
			1 Day	2 Days & Over	3 Days & Over
All Ports in Quebec					
		All Ports in Ontario on the St. Lawrence River	406	1,426	3,658
		All Pts. in Ontario West of Kingston and East of Sault Ste. Marie (Incl. Sault Ste. Marie)	29	379	6,950
		All Ports in Ontario	437	1,605	10,630
		All Ports in the Maritime Provinces	57	120	4,061
		All Ports in Ontario and the Maritime Provinces	494	1,925	14,691
		All Ports in Quebec	44,401	26,556	61,342
		All Ports in Canada	44,895	28,482	76,057
					17,110
					132,299
					149,434
					10,285
					7,951
					1,678
					1,906
					1,539
					1,780
					6,562
					1,432
					225
					21
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					14
					1
					15
					15
					290
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					597
					2,779
					446
					439
					5
					16
					679
					439
					446
					4
					12
					4
					189
					257
					273
					194
					467
					3,797
					4,477
					3,434
					597
					2,779
					446
					439
					5
					16
					679
					439
					446
					4
					12
					4
					189

Table XVIII.- Number of Travellers Vehicle Permits issued to Motor Cars of the Tourist Class during the Four Months June to September, 1941 by Ports of Entry and Ports of Exit and Number of Days Stay in Canada, Concluded.

Ports of Entry	Ports of Exit	Number of Permits issued June to September by Length of Stay			
		1 Day	2 Days	3 Days & Over	Total
All Ports in Alberta	All Ports in Manitoba			83	83
	All Ports in Saskatchewan	1	8	142	151
	All Ports in Manitoba and Saskatchewan	1	8	225	234
	All Ports in Alberta	2,667	1,286	3,979	7,932
	All Ports in Canada	2,698	1,572	8,947	13,217
Section VII. Traffic Between the Prairie Provinces and British Columbia					
All Ports in the Prairie Provinces	All Ports in British Columbia	30	278	4,986	5,294
	All Ports in the Prairie Provinces	5,012	3,404	11,264	19,680
	All Ports in Canada	5,087	3,949	18,943	27,979
All Ports in British Columbia	All Ports in the Prairie Provinces	27	191	3,354	3,572
	All Ports in British Columbia	11,779	8,588	28,464	48,831
	All Ports in Canada	12,680	8,782	31,857	53,319

Table XII (a).-- Expenditures and Numbers of United States Motorists (Tourist Class)
Entering on Traveller's Vehicle Permits, by Length-of-Stay in Canada,
April - December 1941.

Days' Stay	Number of Permits	% of Total Permits	Av. Exp. Per Car	Expendi- tures	% of Total Expendi- tures	Number of Car-Days	Av. Exp. Per Car Per Day
1	385,006	36.24	4.00	1,540,024	3.83	385,006	4.00
2	224,853	21.16	13.60	3,058,001	7.80	449,706	6.80
3	131,436	12.37	35.83	4,709,352	12.02	394,308	11.94
4	80,713	7.60	49.40	3,987,469	10.17	322,872	12.35
5	47,880	4.51	63.44	3,037,507	7.75	239,400	12.69
6	31,550	2.97	76.29	2,406,950	6.14	189,500	12.72
7	25,464	2.40	85.76	2,183,793	5.57	178,248	12.25
8	26,360	2.43	90.46	2,384,526	6.08	210,880	11.31
9	18,894	1.78	99.20	1,874,285	4.78	170,046	11.02
10	13,672	1.29	109.24	1,493,529	3.81	136,720	10.92
11	10,231	.96	116.06	1,187,410	3.03	112,541	10.36
12	8,354	.79	124.76	1,042,245	2.66	100,248	10.40
13	7,826	.74	123.94	969,954	2.47	101,738	9.53
14	7,770	.73	128.88	1,001,398	2.56	108,780	9.31
15	7,634	.72	128.35	979,824	2.50	114,510	8.56
16	5,082	.48	136.95	695,980	1.78	81,312	8.16
17	3,292	.31	147.06	484,122	1.24	55,964	8.62
18	2,313	.22	151.44	350,281	.89	41,634	8.41
19	1,815	.17	161.71	293,504	.75	34,485	8.51
20	1,607	.15	168.14	270,201	.69	32,140	8.41
21	1,418	.13	172.63	244,789	.62	29,778	8.22
22	1,370	.13	168.54	230,900	.59	30,140	7.66
23	1,054	.10	179.16	188,835	.48	24,242	7.79
24	892	.08	182.11	162,442	.41	21,406	7.59
25	807	.08	169.96	137,158	.35	20,175	6.80
26	726	.07	197.22	143,182	.37	18,876	7.58
27	712	.07	211.73	150,752	.38	19,224	7.84
28	652	.06	196.42	128,066	.33	18,256	7.02
29	685	.06	232.36	159,167	.41	19,865	8.01
30	596	.06	188.55	112,375	.29	17,880	6.28
31- 40	3,639	.36	200.34	769,105	1.96	133,823	5.74
41- 50	2,041	.19	230.65	470,757	1.20	92,307	5.10
51- 60	1,710	.16	267.88	458,075	1.17	95,057	4.81
61- 70	1,318	.12	336.65	443,704	1.13	85,295	5.20
71- 80	716	.07	399.93	286,353	.73	53,811	5.32
81- 90	489	.05	443.25	216,749	.55	41,679	5.20
91-100	387	.04	452.69	175,193	.45	36,719	4.77
101-125	506	.05	546.99	276,775	.71	57,016	4.85
126-150	267	.02	680.70	181,748	.46	36,775	4.95
151-175	254	.02	539.59	137,055	.35	41,493	3.30
176-365	267	.02	630.02	168,215	.43	57,005	2.95
TOTALS	1,062,463	100.0	36.89	39,191,750	100.0	4,409,662	8.89

Average Length-of-Stay per Car

4.15 Days

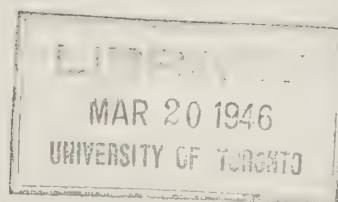
Table III (b).- Expenditures and Numbers of United States Motorists (Tourist Class)
Entering on Traveller's Vehicle Permits, by Length-of-Stay in Canada,
April - December 1941.

Days' Stay	Average Persons Per Car	Total Persons	Number of Person-Days	Average Expenditure Per Person, Per Day
1	3.14	1,207,965	1,207,965	1.27
2	2.91	654,562	1,309,124	2.34
3	2.89	379,709	1,139,127	4.13
4	2.86	231,015	924,060	4.32
5	2.80	133,986	669,930	4.53
6	2.79	88,119	528,714	4.55
7	2.85	72,687	508,809	4.29
8	2.98	78,640	629,120	3.79
9	2.91	54,893	494,037	3.79
10	2.87	39,249	392,490	3.81
11	2.83	28,952	318,472	3.73
12	2.80	23,353	280,236	3.72
13	2.90	22,670	294,710	3.29
14	2.91	22,574	316,036	3.17
15	2.96	22,609	339,135	2.89
16	2.86	14,539	232,624	2.99
17	2.67	8,787	149,379	3.24
18	2.64	6,098	102,764	3.19
19	2.63	4,772	90,668	3.24
20	2.68	4,141	82,820	3.26
21	2.59	3,679	77,259	3.17
22	2.57	3,520	77,440	2.92
23	2.62	2,765	63,595	2.97
24	2.45	2,181	52,344	3.10
25	2.46	1,984	49,600	2.77
26	2.46	1,785	46,410	3.09
27	2.44	1,737	46,899	3.21
28	2.46	1,607	41,396	2.85
29	2.48	1,697	40,416	3.23
30	2.43	1,459	43,770	2.57
31- 40	2.48	9,521	328,821	2.34
41- 50	2.42	4,938	223,075	2.11
51- 60	2.38	4,073	226,392	2.02
61- 70	2.44	3,214	208,292	2.13
71- 80	2.40	1,721	129,317	2.21
81- 90	2.28	1,113	94,773	2.29
91-100	2.24	865	82,170	2.13
101-125	2.24	1,134	127,941	2.16
126-150	2.10	562	77,354	2.35
151-175	2.16	549	89,552	1.53
176-365	2.07	553	117,990	1.43
TOTALS	2.96	3,149,977	12,274,413	3.19
Average Length-of-Stay Per Person			3.80 Days	

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CANADA
DEPARTMENT OF TRADE AND COMMERCE
DOMINION BUREAU OF STATISTICS
INTERNATIONAL PAYMENTS BRANCH



CANADA'S
INTERNATIONAL TOURIST TRADE
1943



OTTAWA
1944

Price 25 cents

DEPARTMENT OF TRADE AND COMMERCE
DOMINION BUREAU OF STATISTICS - CANADA
INTERNATIONAL PAYMENTS BRANCH

Dominion Statistician: S. A. Cudmore, M.A. (Oxon.), F.S.S., F.R.S.C.
Chief, International Payments Branch: C. D. Blyth, B.A.

CANADA'S INTERNATIONAL TOURIST TRADE, 1943

The expenditures in Canada of travellers from other countries are estimated at \$89.5 million in 1943 and the expenditures of Canadians on travel outside of Canada at \$37.2 million. These figures compare with estimates of foreign expenditures in Canada of \$81.9 million in 1942 and \$111.0 million in 1941, and estimated expenditures of Canadians on travel outside of Canada of \$27.7 million in 1942 and \$21.0 million in 1941. The net expenditures in Canada were \$52.3 million compared with \$54.2 million in 1942 and \$90.0 million in 1941. Comparisons with the levels of expenditures in earlier years are shown in Tables I to III.

In 1943, as in 1942, there were particularly pronounced wartime influences upon travel. In both years the outstanding change in travel between the United States and Canada was the contraction in the automobile traffic with accompanying growth in the volume of travel by train. In 1943, however, increases in the expenditures of persons travelling by train exceeded the declines in the outlays of automobile travellers with the result that total expenditures on travel in both directions between the United States and Canada were higher in 1943 than in 1942. There were less prominent changes in the volume of travel by other means. United States travel to Canada by bus declined while entries by boat and air increased. In the case of Canadians returning from the United States, entries by bus and by aeroplane increased while entries by boat declined.

EXPENDITURES IN CANADA OF TRAVELLERS FROM OTHER COUNTRIES

1. From the United States

The expenditures in Canada of travellers from the United States are estimated at \$87.0 million in 1943 compared with \$79.0 million in 1942 and \$107.0 million in 1941. The expenditures of rail travellers accounted for 56% of the total in 1943 compared with 41% in 1942 and 26% in 1941, while the expenditures of auto travellers declined from 50% in 1941 to 33% in 1942 and 20% in 1943. These changes indicate the alteration in the character of United States travel to Canada in 1942 and 1943. To some extent the increase in rail travel reflects a growing volume of business and official travel. Movements of civilians to north-western Canada in connection with United States Government activities in that region constituted a large part of the increased rail movement. A considerable part of the increased rail movement, however, occurred in eastern and central Canada and was doubtless due principally to the substitution of rail for automobile transportation. The decline in the volume of automobile travel greatly exceeded the growth in the number of entries by rail however. But since the average expenditures of rail travellers are higher than the average expenditures of motorists total expenditures by American travellers in Canada were higher in 1943 than in 1942.

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The decline in automobile traffic, of course, reflects a reduction in pleasure travel and is a direct result of the scarcity of gasoline and tires. Gasoline rationing was in effect throughout the United States and Canada in 1943. Furthermore a general ban on pleasure driving was introduced in May by the Office of Price Administration in the states of the eastern seaboard. While some travel was permitted to summer homes or other vacation places this ban was a particularly restrictive influence upon automobile travel during the summer. The ban was lifted in September and there was an increase in some rations in the eastern area of the United States at the end of September although there were at the same time some further reduction in other ration categories in the states east of the Rocky Mountains.

The greatest declines in automobile traffic occurred in the group of American cars entering Canada on Travellers Vehicle Permits during the first half of the year. In the first quarter of 1943 the decline was 60.9% from the level of the same quarter in 1942. In the second quarter the decline was 62.5%. In the third quarter of the year, the customary season of heavy traffic, the traffic was down 28.5% from the level of the corresponding months of 1942. In July the traffic was down 42.9% from July 1942 while in September the percentage decline was reduced to 10.8. The fourth quarter showed a still smaller decline of 6.2% with the December traffic actually 20.5% higher than in December 1942. The decline in the "Travellers Vehicle Permit" group of cars in the year as a whole was 40.0% in 1943. It should be noted, however, that as the traffic in 1942 was low the decline in 1943 from the 1941 level was even greater, amounting to 74%. The number of non-permit local cars entering Canada from the United States showed a somewhat similar trend in 1943 although the reductions were relatively less, averaging 26.7% during the year.

The principal decline in the permit group of cars occurred in cars from states which are not adjacent to the international border. In 1943 only 14% of the cars taking out permits originated in this group of states compared with 20.4% in 1942 and 34.8% in 1943. The states located along the border were the source of the remaining 86% of the permit car traffic in 1943 compared with 79.6% in 1942 and 65.2% in 1941.

The pattern of expenditures of motorists of the permit class also underwent some changes in 1943. While the total expenditures of this group declined because of the reduced volume of the traffic the average amount spent per car increased considerably. The proportion of cars staying in Canada less than three days was only 55% in 1943 compared with 62% in 1942. The larger proportion of cars staying for longer periods was one of the factors contributing to a higher over-all average expenditure among the permit group.

2. From Overseas Countries

The expenditures in Canada of travellers from overseas countries are estimated at about \$2.5 million compared with about \$2.9 million in 1942 and \$4.0 million in 1941. The expenditures of travellers from Newfoundland are included in these amounts.

EXPENDITURES OF CANADIAN TRAVELLERS IN OTHER COUNTRIES

1. In the United States

The expenditures of Canadian travellers in the United States in 1943 are estimated at \$33.7 million compared with \$24.4 million in 1942 and \$18.3 million in 1941.

The principal factors influencing this group of expenditures have been the restrictions upon pleasure travel which were first introduced in July 1940. In order to conserve Canada's supply of United States dollars for more essential uses, the government under the Foreign Exchange Control Order placed restrictions at that time upon pleasure travel involving the use of United States dollars. Since then Canadian expenditures in the United States have mainly represented expenditures for such purposes as business trips, travel for health reasons, etc. The low levels of expenditures reached since July 1940 are a reflection of this policy.

The major portion of the expenditures in the United States in 1943 were by persons travelling by train. These accounted for \$22.0 million or 65% of the total. The expenditures of persons travelling by automobile continued to decline in 1943 and were less than 10% of the expenditures of this class of traffic before the war. Although the expenditures of persons travelling by bus, boat, aeroplane and other means were higher in 1943 than in 1942 these groups of expenditures were each relatively light.

Comparative statistics on the number of Canadian travellers returning from the United States in recent years are shown in Tables XII to XVII.

2. In Overseas Countries

The expenditures of Canadian travellers in overseas countries, including Newfoundland, are estimated at about \$3.5 million in 1943.

SOURCES OF STATISTICAL INFORMATION

Very marked progress has been made in recent years in estimating travel expenditures. Through the co-operation of the Customs Division of the Department of National Revenue and the Immigration Branch of the Department of Mines and Resources, with the Dominion Bureau of Statistics, new methods of estimating tourist expenditures, first introduced in 1940, have resulted in a greater volume of data than was formerly available. In 1941, a more extensive organization of tourist statistics procedure was undertaken. Progress was made especially in the estimation of the expenditures of automobile tourists. A more uniformly classified count was obtained as a basic record of traffic. In addition, much larger and more representative samples of tourist expenditures were collected.

In 1943 the major portion of the automobile expenditures were reported directly to the Bureau. Expenditures connected with travel by other means were estimated from samples of expenditures. In the case of Canadian travel to the United States by train and other means the sample of expenditures in 1943 was much enlarged. Through the co-operation of the Immigration officers in the distribution of questionnaires to returning Canadians the amount of information on the expenditures of Canadians returning from the United States by rail and other public conveyances was greatly extended.

Included with Tables I - III showing estimated expenditures are Tables IV - XI showing various statistics on non-resident traffic to Canada. These groups of foreign motor cars entering Canada from the United States are shown, non-permit-local cars, cars taking out Travellers Vehicle Permits, and commercial vehicles.

Non-Permit Local Traffic consists of cars and other vehicles which are not required to take out formal Customs permits and which are consequently restricted in their travel in Canada. Their stay is limited to 48 hours, they are allowed to travel within the jurisdiction of the port of entry only, and they must return to the United States through the same port by which they entered Canada. These

regulations mean in effect that the non-permit group of traffic includes only those persons who enter Canada for a period of a few hours or less and who travel very short distances in this country. It contains all those casual, local travellers who, as a result of the growth of close inter-relationships between urban communities on both sides of the border, have become so numerous. They represent a large proportion of the total number of tourists visitors but a small proportion of total tourist expenditures.

A large part of the total number of non-permit vehicles entering consists of the "repeat trips" of summer resident, commuters and other local motorists who cross the border frequently and possess Travellers Vehicles Permits valid for periods of six months or more. Of the total of 1,497,740 non-permit entries in 1943 there were 300,984 in this "repeat" category. Of the remaining 396,756 vehicles, 331,271 were motor cars carrying about 2,186,000 persons who spent an estimated \$2,400,000 in Canada. This estimate is based upon returns received from over 50% of this group of travellers.

The "Travellers Vehicle" group of cars is the more important from the point of view of expenditures. Any motorist who wishes to remain in Canada more than 48 hours, or to travel beyond the jurisdiction of the port of entry, or to return to the United States by a port other than the one through which he entered Canada, takes out a Traveller's Vehicle Permit for his car, and in this class is included nearly all the important tourist travel by automobile. The permit itself is issued in duplicate and since April 1st 1941 has been forwarded to the Bureau of Statistics for tabulation. Information is contained on the permit as to state or country of registration, number of persons in the vehicle, length of stay, type of vehicle, category of visitor, and ports of entry and exit. In addition there is a voluntary expenditure questionnaire included on the form.

For purposes of classification the Travellers Vehicle Permits are divided into four categories, tourists, summer residents, commuters and locals.

Expenditures in Canada were reported for about 82% of the permits issued. An analysis of the expenditures of the "tourist" category by length of stay appears in Table XI. As it shows, 274,988 permit cars carrying about 799,000 persons resulted in expenditures of approximately \$11 million. The expenditures of the "commuter" group, made up of 1,014 cars, amounted to \$260,000 in 1943. "Summer residents" taking out travellers vehicle permits numbered 7,697 and their expenditures are estimated at \$2,500,000. The "local" category of 4,095 cars with permits accounted for expenditures of about \$300,000. The expenditures of vehicles other than automobiles were negligible.

The average expenditures per car of the various categories of cars entering with permits are shown for the three years, 1941-1943.

Average Expenditures Per Car			
	1941	1942	1943
	\$	\$	\$
Tourists	35.92	32.47	40.37
Commuters	165.60	207.14	258.53
Summer Residents ..	496.26	353.84	329.40
Locals	41.53	53.55	65.78

An analysis showing the average expenditures per car of the tourist group by province of entry follows. It should be pointed out that these averages do not necessarily represent the average expenditures within each province, however, since

many tourists travel in other provinces than the province in which they enter Canada.

Average expenditures per car of motorists of the "Tourist" category entering Canada with Traveller's Vehicle Permits, by province of entry, 1941-1943.

	1941	1942	1943
	\$	\$	\$
Nova Scotia	217.50)		
New Brunswick	67.73)	31.02	31.66
Quebec	42.03	27.61	30.49
Ontario	28.63	31.30	40.38
Manitoba	58.38	50.61	47.96
Saskatchewan	55.67	41.92	45.57
Alberta	73.08	65.70	81.26
British Columbia	46.13	41.56	57.37
TOTAL, Canada	35.92	32.47	40.37

A more detailed description of the method employed in estimating travel expenditures has been published in the report "Canada's International Tourist Trade, 1926-1942."

Table I. - Expenditures of Foreign Travellers in Canada
(Millions of Canadian Dollars)

<u>I. Travellers from the United States</u>							
Means of Travel:	<u>1937</u>	<u>1938</u>	<u>1939</u>	<u>1940</u>	<u>1941</u>	<u>1942</u>	<u>1943</u>
(a) Automobile	73.0	68.0	71.0	49.5	54.0	26.0	17.0
(b) Rail				26.5	28.0	32.0	49.0
(c) Boat	45.0	41.0	42.0	6.0	7.0	4.0	6.0
(d) Bus (Exclusive of local bus.)				5.7	7.0	6.0	5.0
(e) Airplane	26.0	25.0	24.0	1.3	3.0	3.0	3.0
(f) Other (Pedestrians, local bus, etc.)				9.0	8.0	8.0	7.0
TOTAL, U.S.A.	149.0	134.0	137.0	98.0	107.0	79.0	87.0
<u>2. Travellers from Overseas Countries</u> (Including Newfoundland)							
	17.0	15.0	12.0	7.0	4.0	2.9	2.5
TOTAL, All Countries ...	166.0	149.0	149.0	105.0	111.0	81.9	89.5

Table II. - Expenditures of Canadian Travellers in Foreign Countries
(Millions of Canadian Dollars)

<u>1. Travellers to the United States</u>							
Means of Travel:	<u>1937</u>	<u>1938</u>	<u>1939</u>	<u>1940</u>	<u>1941</u>	<u>1942</u>	<u>1943</u>
(a) Automobile	23.0	24.0	24.0	10.3	3.3	2.6	1.9
(b) Rail				20.0	8.5	13.9	22.0
(c) Boat	32.0	32.0	34.0	1.2	0.7	0.5	0.7
(d) Bus (Exclusive of local bus)				3.2	1.5	2.6	3.2
(e) Airplane	10.0	10.0	9.0	0.6	1.2	1.1	1.2
(f) Other (Pedestrians, local bus, etc.)				4.5	2.6	3.7	4.7
TOTAL, U.S.A.	65.0	66.0	67.0	39.8	18.3	24.4	33.7
<u>2. Travellers to Overseas Countries</u> (Including Newfoundland)							
	22.0	20.0	14.0	2.6	2.7	3.3	3.5
TOTAL, All Countries ...	87.0	86.0	81.0	42.4	21.0	27.7	37.2

Table III.- Balance of Payments on Tourist Account Between
Canada and All Countries 1926 - 1943

(Net Credits + Net Debits -)

(Millions of Dollars)									
Year	Account with United States			Account with Overseas Countries (Including Newfoundland)			Account with All Countries		
	Credits	Debits	Net	Credits	Debits	Net	Credits	Debits	Net
1926	140	70	+ 70	12	29	- 17	152	99	+ 53
1927	148	72	+ 76	15	28	- 13	163	100	+ 63
1928	163	72	+ 91	14	26	- 12	177	98	+ 79
1929	184	81	+103	14	27	- 13	198	108	+ 90
1930	167	67	+100	13	25	- 12	180	92	+ 88
1931	141	52	+ 89	12	19	- 7	153	71	+ 82
1932	103	30	+ 73	11	19	- 8	114	49	+ 65
1933	81	30	+ 51	8	14	- 6	89	44	+ 45
1934	96	36	+ 60	10	14	- 4	106	50	+ 56
1935	107	48	+ 59	10	16	- 6	117	64	+ 53
1936	129	54	+ 75	13	21	- 8	142	75	+ 67
1937	149	65	+ 84	17	22	- 5	166	87	+ 79
1938	134	66	+ 68	15	20	- 5	149	86	+ 63
1939	137	67	+ 70	12	14	- 2	149	81	+ 68
1940	98	40	+ 58	7	3	+ 4	105	43	+ 62
1941	107	18	+ 89	4	3	+ 1	111	21	+ 90
1942	79	24	+ 55	3	3	-	82	27	+ 55
1943	87	34	+ 53	2	3	- 1	89	37	+ 52

Table IV.- Foreign Automobiles and Other Vehicles, entering
Canada, by Province of Entry, 1938-1943
Non-Permit-Class-Local Traffic

Entering by Ports in -	1938	1939	1940	1941	1942	1943
Maritime Provinces	697,807	705,870	530,223	456,373	362,284	292,835
Quebec	227,648	198,465	176,154	154,018	114,888	77,830
Ontario	2,035,612	1,922,478	1,625,591	1,931,623	1,481,081	1,056,165
Manitoba	48,243	41,737	37,882	30,994	26,834	24,307
Saskatchewan	18,656	16,804	17,579	18,312	15,733	11,736
Alberta	10,958	11,104	11,249	8,546	7,359	7,320
British Columbia	42,635	46,701	43,179	58,298	36,223	27,547
Yukon	-	-	-	1	-	-
CANADA	3,081,559	2,943,159	2,441,857	2,658,165	2,044,402	1,497,740

Traveller's Vehicle Permits

Entering by Ports in -	1938	1939	1940	1941	1942	1943
Maritime Provinces	76,271	80,366	61,273	61,686	23,540	18,023
Quebec	280,551	258,148	193,675	225,845	78,324	46,665
Ontario	754,586	779,302	582,917	757,959	328,585	190,135
Manitoba	18,120	18,176	13,795	14,597	6,373	2,828
Saskatchewan	6,379	6,635	6,394	6,458	3,127	1,887
Alberta	11,310	13,168	13,348	15,459	3,223	1,941
British Columbia	117,869	113,862	92,278	92,048	55,947	38,724
Yukon	-	-	-	1	-	-
CANADA	1,265,086	1,269,657	963,680	1,174,053	499,119	300,203

Commercial Vehicles (1)

Entering by Ports in -	1941	1942	1943
Maritime Provinces	42,530	39,467	44,621
Quebec	20,043	16,071	15,897
Ontario	54,656	63,160	60,095
Manitoba	1,952	1,586	1,488
Saskatchewan	2,660	3,255	3,227
Alberta	1,516	2,772	2,648
British Columbia	5,478	5,179	4,140
Yukon	53	27	-
CANADA	128,888	131,517	132,116

(1) Earlier years are not available.

Table V. Foreign Automobiles and other Vehicles entering
Canada by Month of Entry, 1938-1943

Month	1938	1939	1940	1941	1942	1943
<u>Non-Permit-Class - Local Traffic</u>						
January	150,096	142,087	131,564	117,573	128,456	72,475
February	134,920	120,731	125,447	109,885	101,548	66,534
March	163,322	143,369	146,142	131,444	118,888	83,179
April	177,776	177,158	155,399	142,435	138,081	101,415
May	247,290	249,465	226,658	220,794	183,369	122,014
June	302,670	319,237	285,582	282,095	217,329	130,153
July	492,754	475,230	300,464	425,718	307,361	172,059
August	448,824	430,665	337,324	416,149	274,465	188,900
September	317,326	299,863	254,344	263,298	187,684	176,102
October	269,570	223,181	189,341	203,322	153,695	143,532
November	196,043	182,701	146,492	185,792	133,723	120,849
December	180,968	179,472	143,100	159,677	99,803	120,528
TOTAL	3,081,589	2,943,159	2,441,857	2,658,182	2,044,402	1,497,740

<u>Traveller's Vehicle Permits</u>						
January	25,895	23,273	20,998	20,361	19,561	6,278
February	24,195	18,612	22,933	21,326	16,512	7,074
March	29,256	25,852	29,455	29,208	22,304	9,495
April	51,964	46,768	43,314	55,022	37,822	14,538
May	99,451	97,544	87,324	100,469	58,715	20,888
June	126,850	140,415	135,512	130,875	58,633	22,847
July	266,854	285,134	149,131	252,423	85,379	48,753
August	230,627	290,687	211,242	287,619	79,510	59,616
September	174,685	169,745	118,818	117,005	53,172	47,453
October	90,493	77,842	71,578	74,282	31,840	29,107
November	53,168	52,696	43,502	51,733	23,660	18,660
December	41,648	41,089	29,873	33,730	11,961	15,494
TOTAL	1,265,086	1,269,657	963,680	1,174,053	499,119	300,203

<u>Commercial Vehicles</u>						
January				2,200(1)	10,827	8,314
February				2,138(1)	9,825	9,855
March				2,254(1)	11,157	11,737
April				13,217	9,868	10,344
May				17,142	12,136	10,749
June				14,042	11,774	11,953
July				14,276	12,574	13,322
August				14,149	12,099	12,626
September				12,612	11,403	11,212
October				13,630	11,777	11,140
November				12,530	9,649	11,110
December				10,698	8,428	9,754
TOTAL	(2)	(2)	(2)	128,888	131,517	132,116

(1) Not complete

(2) Not available

Table VI. Net (1) Entries of Foreign Travellers by Rail and
by Province of Entry, 1938-1943.

Province of Entry	1938	1939	1940	1941	1942	1943
New Brunswick	19,755	17,331	15,678	24,847	45,231	49,533
Quebec	125,471	122,047	109,144	125,967	165,980	212,202
Ontario	179,410	179,808	162,806	164,235	226,505	241,639
Manitoba	14,622	19,459	12,766	13,961	24,474	68,171
Saskatchewan	12,667	14,711	9,237	11,206	11,458	15,754
Alberta	415	379	340	292	3,255	10,348
British Columbia	35,520	36,743	27,275	27,756	36,360	71,523
TOTAL	387,860	390,478	337,246	368,264	513,263	669,170

(1) After deducting in transit passengers across Southern Ontario.

Table VII. Entries of Foreign Travellers from the United States by Boat
by Province of Entry 1938-1943

Province of Entry	1938	1939	1940	1941	1942	1943
Nova Scotia	37,614	32,237	15,843	14,260	1,174	149
New Brunswick	7,202	8,762	4,904	3,752	4,554	4,059
Quebec	10,116	9,001	2,852	3,584	3,693	3,750
Ontario	54,516	68,851	42,896	75,134	52,720	90,667
Manitoba	-	1	-	-	-	-
Saskatchewan	-	-	-	-	-	-
Alberta	5,844	6,844	5,332	5,054	725	-
British Columbia	102,903	147,417	108,293	128,003	76,091	131,082
Yukon	350	353	376	326	20	35
TOTAL	218,545	273,466	180,496	230,113	138,977	229,742

Table VIII. Entries of Foreign Travellers by Bus (2) 1940-1943

Province of Entry	1940(1)	1941	1942	1943
Maritime Provinces	3,330	5,222	8,440	6,241
Quebec	8,937	10,666	9,506	8,280
Ontario	125,311	163,825	120,651	112,245
Manitoba	3,010	3,521	3,347	806
Saskatchewan	362	238	43	63
Alberta	852	1,086	1,321	1,760
British Columbia	11,728	16,701	18,445	21,202
Yukon	-	-	-	-
TOTAL	153,530	201,259	161,753	150,597

(2) Exclusive of local bus traffic between border communities

Table IX. Entries of Foreign Travellers from the United States by Aeroplane.
1940-1943.

Province of Entry	1940(1)	1941	1942	1943
Maritime Provinces	1	986	1,243	3,057
Quebec	7,349	15,106	8,435	8,909
Ontario	701	7,532	4,592	5,580
Manitoba	911	1,227	1,033	1,351
Saskatchewan	20	45	46	7
Alberta	17	615	639	1,065
British Columbia	2,531	6,386	4,417	6,309
Yukon	1,849	3,201	6,139	4,123
TOTAL	13,379	35,098	26,544	30,401

(1) The 1940 figures for bus and aeroplane travellers cover the period from April 1st only, as these groups were not classified separately prior to that date.

Table X.- Number of Foreign Automobiles (Permit-Class(1)) Visiting Canada
by States and Countries of Registration — Calendar Year 1943

State	Prince(2) Edward Island	Nova(2) Scotia	New Brun- swick	Quebec	Ontario	Man- itoba	Saskat- chewan	Alberta	British Columbia	Total
Alabama			1	6	95		1		10	113
Arizona				5	14		2	4	33	58
Arkansas					62	2		4	11	79
California			14	38	409	26	28	55	1,196	1,766
Colorado				4	59	4	4	30	67	168
Connecticut			522	1,471	550	2			43	2,588
Delaware			2	9	26			1	1	39
District of Columbia			6	20	136	2	1		10	175
Florida			24	93	407	3	1	5	58	591
Georgia			10	25	297	1	3	4	45	385
Idaho				1	14	3	2	19	274	313
Illinois			25	34	1,531	28	17	21	98	1,754
Indiana			3	12	1,047	4	2	9	40	1,117
Iowa			1	2	194	18	17	6	35	273
Kansas			5	9	107	17	40	15	47	240
Kentucky			25	8	280		2	2	11	328
Louisiana			10	11	234	1	1	20	41	318
Maine			14,757	2,766	80	9	2		3	17,617
Maryland			5	27	188	4			5	229
Massachusetts		1	1,511	4,495	984	1		6	14	7,012
Michigan			17	50	72,614	20	5	10	107	72,823
Minnesota			7	13	1,322	591	59	31	91	2,114
Mississippi			6	6	51			1	12	76
Missouri			15	9	235	10	72	145	63	549
Montana			1	11	27	15	500	995	128	1,677
Nebraska			3	3	64	25	21	13	29	158
Nevada				2	7		2		14	25
New Hampshire			134	3,065	121	1	1	3		3,325
New Jersey			70	377	800	3		1	22	1,273
New Mexico			1		16		1		15	33
New York			213	12,822	79,186	8	2	5	66	92,302
North Carolina			2	17	155	1	1	2	11	189
North Dakota			2	3	88	1,921	986	9	13	3,022
Ohio			15	59	8,362	7	5	9	78	8,535
Oklahoma			2	5	72	11	22	25	34	171
Oregon			2	5	33	10	7	17	1,216	1,290
Pennsylvania			74	193	7,059	3	1	5	34	7,369
Rhode Island			80	649	123				5	857
South Carolina			4	25	94	2	1	2	8	136
South Dakota			1		19	14	8	1	9	52
Tennessee			2	14	279		1	3	17	316
Texas			12	20	304	16	7	26	118	503
Utah			1	1	22	1		24	36	85
Vermont			32	19,815	206		1		10	20,064
Virginia			8	24	209	1		2	24	268
Washington				11	69	14	28	79	33,615	33,816
West Virginia			2	3	178			1		184
Wisconsin			2	8	688	19	4	7	122	850
Wyoming					9	4		27	24	64
Total U.S. by States	1		17,629	46,246	179,126	2,822	1,858	1,644	37,963	287,289
Other Countries (3)			13	18	328	3	1	17	124	504
Grand Total		1	17,642	46,264	179,454	2,825	1,859	1,661	38,087	287,793

(1) Automobiles entered on Traveller's Vehicle Permits.

(2) As Nova Scotia and Prince Edward Island have no ports of entry adjacent to the United States boundary, cars proceeding to these provinces (with the exception of those travelling direct from the United States by steamer) enter through ports in other provinces and are recorded in the latter.

(3) Other Countries comprise: Alaska 35, Hawaii 6, England 1, Mexico 3, Newfoundland 1, United States Government 458.

Table XI (a).-- Expenditures and Numbers of United States Motorists (Tourist Class)
Entering on Traveller's Vehicle Permits, by Length-of-Stay in Canada,
Calendar Year 1943

Day's Stay	Number of Permits	% of Total Permits	Average Expend- iture per car	Expend- itures	% of Total Expend- itures	Number of Car - Days	Average Expend- iture Per Car Per Day
			\$	\$			\$
1	104,542	38.02	5.99	626,207	5.78	104,542	5.99
2	47,975	17.45	13.76	660,136	6.10	95,950	6.88
3	31,167	11.33	34.48	1,074,638	9.93	93,501	11.20
4	18,931	6.88	46.58	881,806	8.14	75,724	11.65
5	11,975	4.35	56.28	673,953	6.22	59,875	11.26
6	8,273	3.01	66.75	552,223	5.10	49,638	11.13
7	8,123	2.95	74.75	607,194	5.61	56,861	10.68
8	9,316	3.39	84.31	785,432	7.25	74,528	10.54
9	6,065	2.21	87.64	531,537	4.91	54,585	9.74
10	3,759	1.37	98.53	370,374	3.42	37,590	9.85
11	2,546	.93	107.78	274,408	2.53	28,006	9.80
12	2,020	.73	116.52	235,370	2.17	24,240	9.71
13	2,008	.73	115.27	231,462	2.14	26,104	8.87
14	1,902	.69	124.89	237,541	2.19	26,628	8.92
15	2,379	.87	117.34	279,152	2.58	35,685	7.82
16	1,417	.52	121.93	172,775	1.60	22,672	7.62
17	932	.34	140.41	130,862	1.21	15,844	8.26
18	577	.21	128.17	73,954	.68	10,386	7.12
19	413	.15	160.85	66,431	.61	7,847	8.47
20	373	.14	141.14	52,645	.49	7,460	7.06
21	369	.13	122.11	45,059	.42	7,749	5.81
22	340	.12	146.81	49,915	.46	7,480	6.67
23	260	.09	130.37	33,396	.31	5,980	5.67
24	242	.09	122.98	29,761	.27	5,808	5.12
25	183	.07	128.52	23,519	.22	4,575	5.14
26	207	.08	172.74	35,757	.33	5,382	6.64
27	182	.07	135.89	24,732	.23	4,914	5.03
28	180	.07	154.47	27,805	.26	5,040	5.52
29	211	.08	124.46	26,261	.24	6,119	4.29
30	185	.07	133.15	24,633	.23	5,550	4.44
31- 40	1,485	.54	128.15	190,303	1.76	51,424	3.70
41- 50	766	.28	179.30	137,344	1.27	34,553	3.97
51- 60	709	.26	180.10	127,691	1.18	39,643	3.22
61- 70	780	.28	154.38	120,416	1.11	50,605	2.38
71- 80	430	.16	209.64	90,145	.83	32,358	2.79
81- 90	346	.13	264.62	91,559	.85	29,554	3.10
91-100	319	.12	182.23	58,131	.54	30,363	1.91
101-125	612	.22	288.33	176,458	1.63	68,824	2.56
126-150	477	.17	373.57	178,193	1.65	66,096	2.70
151-175	589	.21	384.95	226,736	2.09	96,257	2.36
176-365	1,423	.51	414.78	590,232	5.45	324,562	1.82
TOTALS	274,988	100.0	39.37	10,826,646	100.0	1,790,502	6.05
Average Length-of- Stay						(Per Car) 6.51 days	

N.B. The above data, derived from averages for the Dominion rather than for each province, are slightly different from those calculated from provincial averages.

Table XI (b).- Expenditures and Numbers of United States Motorists (Tourist Class)
Entering on Traveller's Vehicle Permits, by Length-of-Stay in Canada,
Calendar Year 1943

Day's Stay	Average Persons Per Car	Total Persons	Number of Person - Days	Average Expenditure Per Person Per Day
				\$
1	3.06	320,062	320,062	1.96
2	2.81	134,656	269,312	2.45
3	2.83	88,136	264,408	4.06
4	2.80	52,934	211,736	4.16
5	2.80	33,481	167,405	4.03
6	2.81	23,231	139,386	3.96
7	2.95	23,931	167,517	3.62
8	3.13	29,156	233,248	3.37
9	3.02	18,341	165,069	3.22
10	2.87	10,778	107,780	3.44
11	2.81	7,159	78,749	3.48
12	2.75	5,546	66,552	3.54
13	2.33	5,686	73,913	3.13
14	2.98	5,667	79,338	2.99
15	3.00	7,131	106,965	2.61
16	2.85	4,044	64,704	2.67
17	2.72	2,538	43,146	3.03
18	2.48	1,430	25,740	2.87
19	2.51	1,037	19,703	3.37
20	2.45	912	18,240	2.89
21	2.51	928	19,488	2.31
22	2.67	907	19,954	2.50
23	2.47	643	14,789	2.29
24	2.42	585	14,040	2.12
25	2.41	441	11,025	2.13
26	2.48	513	13,338	2.68
27	2.38	434	11,713	2.11
28	2.52	453	12,684	2.19
29	2.24	473	13,717	1.91
30	2.39	442	13,260	1.86
31- 40	2.49	3,701	127,976	1.49
41- 50	2.31	1,767	79,737	1.72
51- 60	2.21	1,567	87,560	1.46
61- 70	2.23	1,742	113,130	1.06
71- 80	2.21	952	71,700	1.26
81- 90	2.20	762	65,110	1.41
91-100	2.09	667	63,533	.91
101-125	2.16	1,321	148,678	1.19
126-150	2.03	968	133,624	1.33
151-175	2.06	1,215	198,627	1.14
176-365	2.03	2,886	666,129	.89
TOTALS	2.91	799,223	4,522,795	2.39
Average Length-of Stay			(Per Person) 5.66 days	

Table XII. Canadian Automobiles Travelling in the United States
July 1939 - December 1943

	1939(2)	1940	1941	1942	1943
<u>Length of Stay - 24 hours or less</u>					
Returning by Ports in:					
Maritime Provinces	46,554(1)	31,905(1)	151,693	166,029	165,902
Quebec	122,916(1)	70,747(1)	65,136	72,167	67,153
Ontario	113,529(1)	172,676(1)	170,972	268,803	268,646
Manitoba	38,561	24,654	8,240	7,572	8,859
Saskatchewan	19,676	16,848	10,482	11,684	11,607
Alberta	13,160	9,323	2,341	3,620	3,935
British Columbia	95,102	81,137	44,766	42,657	34,475
Yukon	-	-	-	4	-
TOTAL CANADA	449,493(1)	407,290(1)	453,630	572,541	560,532

<u>Length of Stay - Over 24 hours</u>					
Returning by Ports in:					
Maritime Provinces	10,890	5,863	2,107	1,318	867
Quebec	61,090	25,018	9,002	6,189	4,772
Ontario	93,830	52,974	21,604	16,767	12,194
Manitoba	14,789	7,880	3,439	1,643	736
Saskatchewan	6,401	3,594	1,492	1,231	683
Alberta	8,253	1,915	1,397	752	316
British Columbia	51,635	35,019	15,019	10,448	8,220
Yukon	-	-	-	-	-
TOTAL CANADA	246,943	132,203	54,060	38,348	27,788

<u>Commercial Vehicles</u>					
Returning by Ports in:					
Maritime Provinces			36,590	45,315	35,011
Quebec			13,465	19,163	19,751
Ontario			37,992	48,275	37,598
Manitoba			548	1,357	5,756
Saskatchewan			803	891	1,268
Alberta			3,038	4,049	4,491
British Columbia			5,932	10,181	7,925
Yukon			31	-	1
TOTAL CANADA	(3)	(3)	98,399	129,231	111,301

- (1) Incomplete Count of Traffic.
- (2) Covers the months of July to December only. No comparable figures are available which include traffic in the first six months. The number of cars recorded in the first six months of 1939, but excluded from these totals was 313,726.
- (3) Not available.

Table XIII.-- Canadian Automobiles and Other Vehicles Travelling
in the United States, by Month of Re-entry into Canada
July 1939 - December 1943.

Month	1939	1940	1941	1942	1943
		<u>Length of Stay - 24 hours or less</u>			
January	(2)	39,338(1)	7,253(1)	39,053	31,953
February	(2)	37,419(1)	7,918(1)	34,657	31,243
March	(2)	51,866(1)	12,879(1)	44,489	40,073
April	(2)	53,742(1)	46,488	47,704	43,685
May	(2)	74,642(1)	47,566	52,020	51,235
June	(2)	80,804(1)	49,191	49,470	51,173
July	109,062(1)	11,959(1)	51,649	53,015	55,203
August	104,588(1)	9,772(1)	48,883	57,336	55,032
September	74,834(1)	11,635(1)	46,651	50,607	51,687
October	59,471(1)	12,793(1)	45,994	53,848	53,604
November	51,769(1)	12,271(1)	45,136	49,889	48,101
December	49,774(1)	11,049(1)	44,022	40,453	47,593
TOTAL	449,498(1)	407,290(1)	453,630	572,541	560,582

		<u>Length of Stay - Over 24 hours</u>			
January	(2)	8,647	1,549	2,366	1,085
February	(2)	12,247	1,427	2,026	1,020
March	(2)	15,868	2,053	3,368	1,625
April	(2)	16,769	4,575	3,887	1,807
May	(2)	31,306	4,535	3,592	2,297
June	(2)	18,155	5,407	3,108	2,074
July	73,031	11,400	7,303	3,773	3,271
August	68,787	4,523	8,137	5,098	4,119
September	36,685	4,355	6,463	4,190	3,539
October	31,585	4,283	5,545	3,137	3,160
November	19,225	2,854	3,913	2,256	2,102
December	17,630	1,851	3,103	1,547	1,689
TOTAL	246,943	132,263	54,060	38,348	27,788

		<u>Commercial Vehicles</u>			
January		(2)	12,026	7,824	
February		(2)	11,927	8,502	
March		(2)	11,361	9,892	
April		7,818	8,981	8,291	
May		9,446	9,910	8,547	
June		10,799	12,188	10,462	
July		12,234	12,649	11,109	
August		12,393	11,025	9,954	
September		11,489	10,318	9,683	
October		13,525	11,001	8,557	
November		10,628	8,972	8,333	
December		10,067	8,873	10,651	
	(2)	(2)	98,399	129,231	111,801

(1) Incomplete count of traffic.

(2) Comparable categories are not available. The number of cars recorded in the first six months of 1939 was 313,726.

Table XIV.- Number of Canadians Returning from the United States
by Rail, by Province of Re-entry, 1938 - 1943.

Province of Re-entry	1938	1939	1940	1941	1942	1943
New Brunswick	16,733	16,111	10,843	6,767	10,766	16,083
Quebec	113,722	118,919	71,784	50,328	80,823	115,888
Ontario	218,082	217,136	144,335	90,525	150,601	250,138
Manitoba	19,707	19,082	11,888	6,527	8,985	13,736
Saskatchewan	5,388	4,739	3,269	2,717	3,516	5,315
Alberta	438	401	248	126	468	609
British Columbia	31,323	32,673	17,136	10,169	10,192	19,644
Yukon	-	-	-	-	-	-
TOTAL CANADA	405,398	409,061	259,353	167,159	265,351	421,413

Table XV.- Number of Canadians Returning from the United States
by Boat, by Province of Re-entry, 1938 - 1943.

Province of Re-entry	1938	1939	1940	1941	1942	1943
Maritime Provinces	34,530	64,123	45,105	10,601	15,244	14,365
Quebec	2,030	3,751	567	127	94	34
Ontario	21,456	30,427	64,100	28,646	16,396	13,417
Manitoba	-	2	-	-	-	-
Saskatchewan	-	-	-	-	-	-
Alberta	-	-	2,876	3,131	1,395	-
British Columbia	29,815	44,100	20,768	10,890	9,271	11,977
Yukon	1	1	9	-	29	17
TOTAL CANADA	87,832	142,409	133,425	53,395	42,429	39,810

Table XVI. Number of Canadians Returning from the United States by
Bus(1), by Province of Re-entry, 1940 - 1943

Province of Re-entry	1940(2)	1941	1942	1943
New Brunswick	2,092	1,930	2,700	2,439
Quebec	7,858	3,818	4,722	4,566
Ontario	33,673	27,220	50,651	80,005
Manitoba	4,822	3,966	4,296	423
Saskatchewan	626	152	88	120
Alberta	525	501	877	1,400
British Columbia	13,076	10,741	14,675	12,883
Yukon	-	-	-	-
TOTAL CANADA	62,672	48,328	78,009	101,836

(1) Exclusive of local bus traffic between border communities.

(2) In 1940 the period April to December is covered only.

Table XVII. Number of Canadians Returning from the United States by
Aeroplane, by Province of Re-entry, 1940 - 1943.

Province of Re-entry	1940(1)	1941	1942	1943
New Brunswick	-	202	527	430
Quebec	5,009	6,246	4,957	5,422
Ontario	127	4,380	4,223	5,153
Manitoba	554	443	338	397
Saskatchewan	1	2	-	-
Alberta	-	76	180	403
British Columbia	1,577	1,766	1,160	1,452
Yukon	34	84	69	54
TOTAL CANADA	7,302	13,199	11,454	13,311

(1) In 1940 the period from April to December is covered only.

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CANADA

DEPARTMENT OF TRADE AND COMMERCE

DOMINION BUREAU OF STATISTICS

INTERNATIONAL PAYMENTS BRANCH

CANADA'S INTERNATIONAL TOURIST TRADE

PRELIMINARY ESTIMATES OF TOURIST

EXPENDITURES, 1945

AND

REVISED STATISTICS

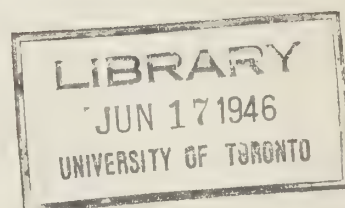
1944



OTTAWA
1946

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DEPARTMENT OF TRADE AND COMMERCE
DOMINION BUREAU OF STATISTICS - CANADA
INTERNATIONAL PAYMENTS BRANCH

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PRELIMINARY ESTIMATES OF TOURIST EXPENDITURES IN 1945.

The expenditures of travellers from the United States in Canada were over \$164 million in 1945 while the expenditures of Canadian travellers in the United States were about \$83 million according to preliminary estimates. There was a sharp rise in American expenditures in Canada which expanded some 41 p.c. from the level of nearly \$117 million in 1944, and from a wartime low point of \$79 million in 1942. The total value of these expenditures in Canada was considerably more than in the years immediately before the war, expenditures in 1938 being estimated at \$134 million. The rise in Canadian expenditures in the United States was also very substantial amounting to about \$26 million, an increase of 45 p.c. over the level of the previous year. These latter expenditures only amounted to about \$18 million in 1941, when restrictions on pleasure travel were in effect, and 1945 even exceeded the pre-war level, Canadian expenditures in the United States in 1938 being estimated at \$66 million. Total travel expenditures between Canada and all countries were only slightly higher in 1945 than the levels of expenditures between Canada and the United States because of the subnormal volume of civilian overseas travel.

The most significant development in 1945 was the great expansion in American expenditures in Canada. Most of the increase in expenditures arose from the larger volume of travel, the volume of longer-term travellers from the United States being over a third greater than in 1944. The remainder of the increase occurred in the average expenditures of the American travellers which were also substantially higher than in the previous year. Continued high incomes, more free time and more transportation facilities all contributed to the growth in expenditures. With the termination of the war, automobile travel expanded rapidly. Gasoline rationing in the United States and Canada was abandoned in August, 1945. The volume of automobile travel consequently increased appreciably in August and succeeding months, although it had been at a higher level than in the previous year during most of the earlier months as well. Following the end of the war, the travel season continued longer into the autumn than in previous years, further contributing to the expansion in the trade in 1945. With the termination of war production, workers in the United States had more time at their disposal for vacations in the latter months of the year. While the sharpest gain occurred in the revival of automobile travel, there were also heavier movements by boat, bus and airplane than in the previous year when traffic by these means was abnormally high because of the reduced use of automobiles. The movement of tourists to Canada by railway train continued to be close to record levels in 1945, there being only a very slight decline from the 1944 level.

The gross volume of non-resident entries to Canada was about 17.1 million compared with about 12.6 million in 1944, and 16.6 million in 1939. Most of this volume of entries and most of the increase, however, resulted from local crossings along the border. The largest part of the total traffic is made up of casual

visitors and crossings by commuters bearing little relation to tourist travel in the more limited sense. The close social and business contacts between border communities create a large proportion of the many movements back and forth. Consequently the proportion of traffic represented by more extended pleasure travel is only a relatively small part of the volume of traffic, although this minor percentage of the volume of traffic gives rise to the largest part of the total expenditures. The number of visitors from the United States entering Canada for periods of forty-eight hours or longer is estimated at some 2,500,000 persons in 1945 compared with about 1,800,000 persons in this category in 1944. In the latter year this group of persons spent about \$102 million or 88 p.c. of the total expenditures, whereas in 1945 travellers staying forty-eight hours or over are estimated to have spent \$138 million or some 85 p.c. of the total expenditures. The increase in the number of these longer-term visitors of probably over 600,000 persons gave rise to the major part of the very sharp increase in the volume of expenditures.

An unusual aspect of the expenditures in 1945 was the extent of purchases by visitors from neighbouring communities in the United States of meat and other articles which were scarce in the United States. This was particularly important during the spring and early summer in the case of meat purchases in the Windsor area and during the fall of the year in the case of gasoline purchases when there were shortages of gasoline in some regions of the United States, arising from strikes.

According to province of entry, a division on a provincial basis of the estimated expenditures of U.S. tourists in Canada during 1945 indicates that the province of Ontario continued to attract the lion's share of the tourist dollar with over \$96 million or 59 p.c. of the grand total expenditure of \$164 million having been disbursed in that province.

Quebec followed in order of importance, claiming 17.5 p.c. of the tourist outlay or nearly \$29 million. British Columbia was third with \$22 million or 13.4 p.c. of the grand total on U.S. account. Entries into the Maritimes, principally through New Brunswick ports, accounted for \$11 millions of expenditures, or 6.7 p.c. of that for the nation as a whole. Tourist travel across the 49th parallel into the Prairie provinces was responsible for about 4 p.c., or \$6.4 million, with the bulk of the traffic entering through Manitoba ports.

It must, of course, be emphasized that these figures are not designed or intended to accurately measure expenditures actually made in the provinces concerned. All estimates are based on ports of entry only and make no allowance for persons travelling from one province to another once they have entered Canada. There is no satisfactory method of ascertaining a reasonably exact dispersal of U.S. expenditure by provinces. However, in the last five years, this type of inter regional or interprovincial touring by automobile has been limited to small proportions and for general comparisons the following table No. 1 may be considered roughly indicative of the provincial distribution of U.S. expenditure.

Table 1. Provincial Distribution of U.S. Tourist Expenditure in Canada during 1945.

Province of Entry	Million \$	Expenditure	Preliminary
			Percentage
Maritimes ^x	11.0		6.69
Quebec	28.7		17.46
Ontario	96.4		58.64
Manitoba	3.8		2.31
Saskatchewan	1.3		.79
Alberta	1.2		.73
British Columbia ^x	22.0		13.38
Total	164.4		100.00

^x Entering mainly through N.B. ports.

^x Includes small amount for Yukon (\$20,000).

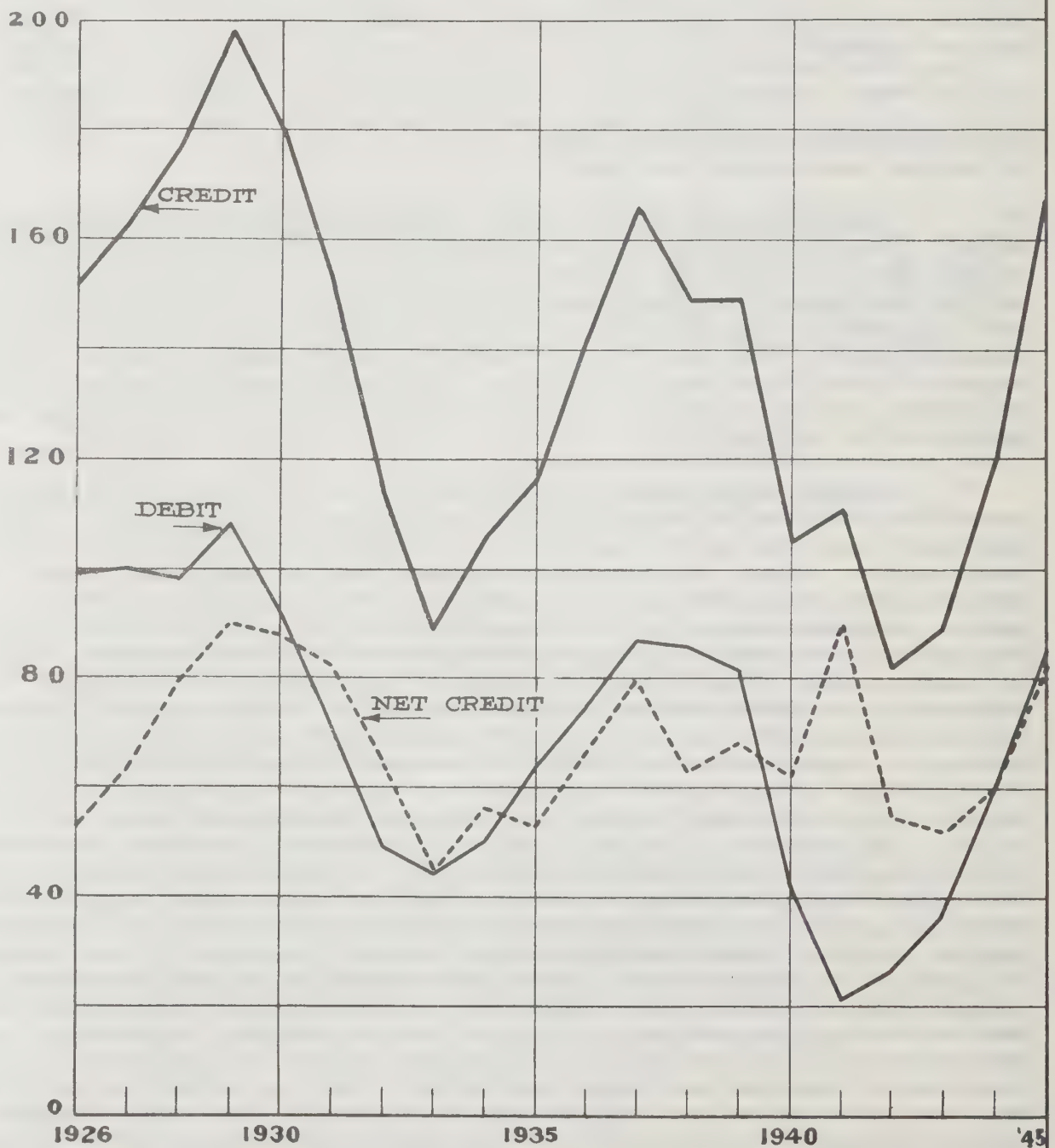
Canada's net receipts on travel account (see Table 13) with the United States in 1945 of \$81 million were also exceptionally high, compared with \$60 million in 1944, \$68 million in 1938 and \$84 million in 1937. Net receipts in 1941 of \$89 million were greater, however, because of the small amount of Canadian expenditures resulting from the restrictions on pleasure travel involving expenditures of United States dollars at that time. Travel revenue in 1945, therefore, was an important source of United States dollars in Canada's current account with United States. The net tourist revenue of \$81 million compares with receipts from non-monetary gold exports of \$96 million.

Canadian expenditures in the United States in 1945 show a substantial growth over the level in 1944 rising from \$57 million to \$83 million. In the earlier year there were still limitations upon expenditures by Canadians for pleasure travel involving U.S. dollars, although these had been modified during 1944, expenditures after May 18th being permitted in amounts up to \$75 per person for travel for any purpose once every six months, or alternatively \$150 in a twelve months period. This relaxation in restrictions was possible because of heavy receipts of U.S. dollars by Canada in 1944. These receipts reached unprecedented levels because of sales of munitions to the United States Government, as well as various special large but non-recurrent sources of receipts, such as the expenditures of the United States Government on the Alaska highway and Canol, and unusually large sales of grain to the United States. With continued improvements in the U.S. dollar situation, it was possible to introduce still further relaxations of restrictions upon pleasure travel in 1945. Consequently, since May, 1945 Canadian residents have been permitted to obtain U.S. dollars for reasonable expenditures on travel for any purpose in the United States and other dollar countries. Permits which are only required when the funds taken out by the traveller exceed \$50 are readily obtainable in reasonable amounts. Canadian travel expenditures in the United States in 1945 were probably still well below their potential levels under conditions of high incomes and easier transportation and other travel conditions. Automobile travel by Canadians showed some substantial increases as did travel by bus and airplane, but travel by train remained at about the same total as in the previous year although expenditures by this class of traveller were higher per capita. Travel by automobile was, however, still far below the pre-war level and may be expected to show sharp increases. It is notable that most Canadian automobiles are owned in communities located within easy motoring distance of the border. With the scarcities of merchandise prevailing in

BALANCE OF PAYMENTS ON TRAVEL ACCOUNT BETWEEN CANADA AND ALL OTHER COUNTRIES

MILLIONS OF
CANADIAN
\$

1926-1945

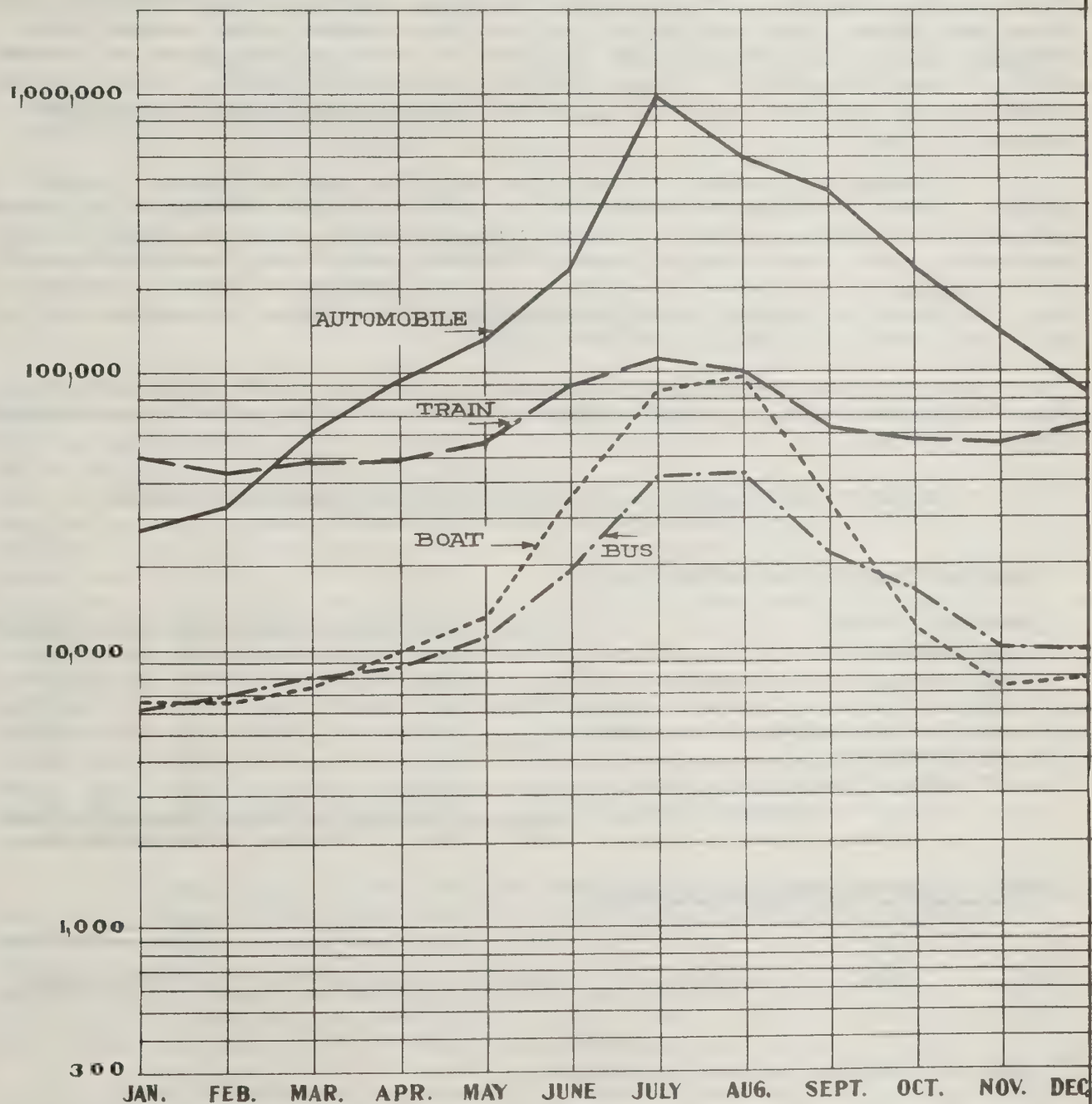


MONTHLY TREND OF U.S. TOURIST ENTRIES

IN 1945

BY FOUR MEANS OF TRANSPORT

Semi-logarithmic



1945, expenditures by Canadian travellers on United States merchandise were relatively low. The amounts declared under the \$100 exemption privilege extended to tourists being only about \$2 million, compared with a total of \$9 million in 1939.

A summary of total expenditures by means of travel is given for the years 1939 to 1945 in Tables 2 and 3.

REVISED ESTIMATES OF TOURIST EXPENDITURES, 1944.

Revised estimates of international travel expenditures in the year 1944 indicate that Canadians spent nearly \$80,000,000 on eight and a quarter million visits to other countries, while persons from other countries spent about \$120,000,000 on over 12 and a half million entries into this country. When compared with corresponding data for the year 1943 the number of Canadian trips shows an increase of 57 p.c. and the number of foreign entries an increase of 26 p.c., while Canadian expenditures abroad have risen by 61 p.c. and foreign expenditures in Canada have risen by 33.5 p.c.

Although the movement of Canadians abroad had not yet regained pre-war levels in 1944, it represented nearly 40 p.c. of the combined movement of all persons into and out of Canada, approaching closely the proportion of 41 p.c. which it represented in 1939. Under the influence of wartime restrictions, Canadian travel to other countries had reached a low of 22 p.c. of the combined movement in the year 1941. The number of foreign travellers entering Canada reached its wartime low in 1943, but showed an encouraging increase in 1944.

In the summary expenditure tables Nos. 2 and 3, revised statistics are given for the year 1944, with preliminary statistics for 1945, as well as comparable data back to 1939.

Table 2 - Expenditures of Foreign Travellers in Canada 1939-1945
(Millions of Canadian Dollars)

1. Travellers from the United States

Means of Travel:	1939	1940	1941	1942	1943	1944	1945(x)
(a) Automobile	71.0	49.5	54.0	28.0	17.0	24.4	54.7
(b) Rail		26.5	28.0	32.0	49.0	67.2	65.2
(c) Boat	42.0	6.0	7.0	4.0	6.0	7.9	12.8
(d) Bus (Exclusive of local bus)		5.7	7.0	6.0	5.0	6.3	13.1
(e) Airplane	24.0	1.3	3.0	3.0	3.0	3.2	6.5
(f) Other (pedestrians, local bus, etc.)		9.0	8.0	8.0	7.0	7.5	12.1
TOTAL, U.S.A.	137.0	98.0	107.0	79.0	87.0	116.6	164.4

2. Travellers from Overseas Countries

(Including Newfoundland)	12.0	7.0	4.0	2.9	2.5	2.9	3.0
TOTAL, All Countries ...	149.0	105.0	111.0	81.9	89.5	119.5	167.4

(x) Data for 1945 are subject to revision.

Table 3 - Expenditures of Canadian Travellers in Foreign Countries 1939-1945
(Millions of Canadian Dollars)

1. Travellers to the United States

Means of Travel:	1939	1940	1941	1942	1943	1944	1945(x)
(a) Automobile	24.0	10.3	3.8	2.6	1.9	3.8	8.0
(b) Train		20.0	8.5	13.9	22.0	33.1	42.5
(c) Boat	34.0	1.2	0.7	0.5	0.7	1.1	1.9
(d) Bus (Exclusive of local bus)		3.2	1.5	2.6	3.2	8.7	15.7
(e) Airplane	9.0	0.6	1.2	1.1	1.2	2.4	3.9
(f) Other (Pedestrians, local bus, etc.)		4.5	2.6	3.7	4.7	7.9	11.0
TOTAL, U.S.A.	67.0	39.8	18.3	24.4	33.7	57.1	83.0

2. Travellers to Overseas Countries
(Including Newfoundland)

	14.0	2.6	2.7	3.3	3.5	2.8	2.0
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TOTAL, All Countries . 81.0 42.4 21.0 27.7 37.2 59.9 85.0

(x) Data for 1945 are subject to revision.

TRAVEL FROM THE UNITED STATES IN 1944.

As illustrated in Table 4 one of the most important and significant features of Canada's tourist trade is the numerical predominance of short-stay travellers. The idea of an influx of more than 12,500,000 visitors within a year such as 1944 may suggest formidable problems to those concerned with questions of rationing and accomodation, but it must be remembered that about 86 p.c. of this vast movement remained less than 48 hours within our borders and their expenditures per capita were relatively small. Indeed much of this traffic comprises local, repeat and in transit motorists and rail passengers as well as those on foot and bicycles. It should be pointed out that persons travelling in transit for the sake of convenience spend less money than other persons who, though they remain the same short period in Canada, are travelling for pleasure and can be said to be truly tourists while en route. While variations in United States or Canadian supply and demand of certain commodities have had temporary effects on short term travel between border cities, the average expenditures of such visitors were not large in 1944. But in the early months of 1945 for example, considerable numbers of Americans entered through Windsor and Fort Erie to purchase meats, poultry and fats, reflecting temporary shortages and rationing in their home areas. Canadians in smaller numbers do a certain amount of local cross border shopping although prevailing shortages tended to limit the volume of these purchases in recent years.

A summary for the year 1944 indicates that of the grand total of 12,551,072 persons who entered Canada from the United States, 10,733,277 were classified as short term traffic, a percentage of no less than 85.5 p.c. Local and repeat motor traffic represented nearly 5 million entries, while passengers carried in transit across Southern Ontario by American railways numbered well over a million. Tourists on 1 and 2 day permits aggregated about 770,000. Other travellers on local buses, motorcycles, bicycles, on foot, etc., were considerable at about 3,760,000.

From an expenditure viewpoint, the most important element in the tourist trade is the long term visitor. While the proportion of traffic represented by

tourists remaining three days and over within our borders was only 14.5 p.c. of the grand total of all entries, this group is the kernel to which all efforts of promotion of tourist travel are directed. The total number of such longterm entries in 1944 was about 1,800,000 and although of limited proportions compared with pre-war levels, still an important element in contributing to the national prosperity and the need for American currency. The largest percentage of tourists remaining for some time in Canada came by rail, reflecting the limitations on automobile travel and was a distinct wartime development adding to the burden of the hard pressed railways. International buses also carried a considerable volume of tourists, some 157,000 entering by this means of transport on other than local routes. Airplane passenger tourists have demonstrated an increasing use of airplane routes, totalling 42,747 in 1944. Boat passengers principally through British Columbia and Ontario ports were over 280,000 in the year under review.

Total expenditures of American travellers in Canada during 1944 are estimated at \$116.6 million. While short term travellers accounted for some 85.5 p.c. of the total number of entries, expenditure attributable to this class was limited to \$14,237,000 or 12 p.c. of the grand total for all U.S. tourists. The important long term visitors while contributing but 14.5 p.c. of the total number of persons entering from the United States, expended over \$102 million or 88 p.c. of the total American tourist expenditure in Canada.

Table 4 - Expenditures of United States Travellers to Canada, 1944,
by Length of Stay

Mode of Travel	Number of Persons	% of Grand Total	Expenditures \$	% of Grand Total
<u>Short Term Traffic</u>				
Auto. Local Traffic	3,407,993	27.15	3,523,910	3.02
Repeat	1,493,822	11.90	-	-
Tourist 1-Day	567,604	4.53	1,326,251	1.14
Tourist 2-Day	205,904	1.64	1,209,786	1.04
Commuters	1,824	.02	263,367	.22
Local (Permit)	11,146	.09	305,523	.26
Rail (in transit)	1,241,000	9.89	-	-
Bus (in transit)	44,230	.35	88,460	.08
Other travellers	3,759,754	29.95	7,519,508	6.45
Total	10,733,277	85.52	14,236,805	12.21
<u>Long Term Traffic</u>				
Auto. Tourists 3-day & over	522,005	4.16	15,310,291	13.13
Summer Residents ..	16,609	.14	2,484,059	2.13
Rail	799,561	6.37	67,163,124	57.61
Bus	156,547	1.24	6,261,880	5.37
Airplane	42,747	.34	3,235,204	2.78
Boat	280,326	2.23	7,891,721	6.77
Total	1,817,795	14.48	102,346,279	87.79
Grand Total	12,551,072	100.0	116,583,084	100.0

Average Expenditures of U.S. Cars entering Canada as Tourists in 1944.

Expenditures in Canada were reported for some 79 p.c. of the U.S. cars in the "tourist" class entering on travellers vehicle permits during 1944 and this excellent sample serves as the basis for calculating total and average expenditures by province of entry. It is observed that the average amount of money spent per car has been increasing steadily since 1942 in all provinces and preliminary estimates for 1945 confirm that this trend has been maintained. The rise in average expenditure was partly coincidental with rising prices, but after the introduction of the general price ceiling in 1941, increased average expenditures, to a large extent, reflect higher levels of employment and income in the United States.

Average expenditure per car in the Maritimes rose 17 p.c. in 1944 over the preceding year while tourists travelling to the province of Quebec increasing their average disbursement by 8.6 p.c. at over \$33, the lowest average per province. Expenditures in the Maritimes and Quebec have not recovered from the low of 1942 as quickly as in other provinces due to longer distances from Metropolitan areas such as Boston, New York, Pittsburgh, etc. compared with the closer proximity of Ontario and British Columbia ports to large centers of American population. Restrictions on long-distance travel appear to have had more effect on entries into the Maritimes and Quebec. Further, the great increase in employment and income in U. S. war industries was more pronounced in American territory adjacent to Ontario and B. C. Average expenditures recorded a minor advance in 1944 over 1943 in the province of Ontario where the majority of visits were recorded. Expenditures in the three prairie provinces registered healthy average increases over 1943 and approached pre-war levels, indicating a revival of purchasing power among agricultural communities to the south. The increase in expenditures per car of tourists entering British Columbia was of minor proportions.

The average for Canada, heavily weighted by traffic into Ontario and British Columbia, stood at nearly \$42, an advance of about 4 p.c. over the average expenditure recorded in 1943.

Whereas average expenditures per car rose for those entering Canada in the "tourist" and "commuter" classes, declines were experienced in the average expenditures of "summer residents" and "locals", whose average length of stay was somewhat curtailed, probably by the all-time high level of industrial activity in the U. S. and the necessary wartime restrictions in the mobility of local labor across the border.

The families of summer residents were necessarily of reduced proportions as many of their young members joined the services or worked in war industries during the vacation periods, where previously they had come to Canada.

Table 5 - Average expenditures per car of motorists of the "Tourist" category entering Canada with Traveller's Vehicle Permits, by province of entry, 1941-1944.

	<u>1941</u>	<u>1942</u>	<u>1943</u>	<u>1944</u>
	\$	\$	\$	\$
Nova Scotia	217.50)	31.02	31.66	36.96
New Brunswick	67.73)			
Quebec	42.03	27.61	30.49	33.13
Ontario	28.63	31.30	40.38	40.94
Manitoba	58.38	50.61	47.96	65.35
Saskatchewan	55.67	41.92	45.57	51.21
Alberta	73.08	65.70	81.26	119.64
British Columbia	46.13	41.56	57.37	57.66
TOTAL, Canada	35.92	32.47	40.37	41.97

Table 6 - Average Expenditures Per Car

	<u>1941</u>	<u>1942</u>	<u>1943</u>	<u>1944</u>
	\$	\$	\$	\$
Tourists	35.92	32.47	40.37	41.97
Commuters	165.60	207.14	258.53	270.56
Summer Residents	496.26	353.84	329.40	289.01
Locals	41.53	53.55	65.78	57.75

Length of Stay and Expenditures of U.S. Motorists Entering Canada
on Travellers Vehicle Permits in the Year 1944.

The pattern of American automobile travel in Canada during 1944 is presented in considerable detail in Tables 7 and 8 which analyze motoring permits by individual days-stay, number of cars, average persons per car and total persons, number of car days, average expenditure per car and per day and per person, as well as total expenditures. Proportions of the totals that each group of stay represent, are also given.

A comparison with similar tables prepared for previous years indicates relatively little change in the general behaviour which may be briefly outlined as follows. The number of entries reaches a peak in the one-day classification and declines rapidly as the length of stay increases, one-day permits representing over 41.5 p.c. of all permits issued but accounting for only 7.5 p.c. of total expenditures. A considerable proportion of the one-day permit class represents intransit traffic, principally across Southern Ontario; a sample study for the leading tourist months of April to December 1944, indicating that over 18 p.c. of one-day permits were issued to intransit travellers while over 10 p.c. of two-day permits were taken out for the same type of traffic.

The two-day permits which comprise 16.6 p.c. of the aggregate, contribute but 3.8 p.c. of all expenditures. The amount of money expended is at a maximum in the three-day class which accounts for over 10 p.c. of expenditures and 10.5 p.c. of total permits. The more equal relationship is likely due to rather heavy per capita expenditures on week-end visits.

Divided on a weekly basis, it is observed that about 82 p.c. of Americans visiting Canada by automobile on custom's permits remain less than one week, while 11.7 p.c. return after less than two weeks. Those remaining two weeks and less than three represent 3.3 p.c. of permits issued, so that the great bulk of traffic or 97.p.c. is confined to stays of less than three weeks. The above pattern conforms to the one and two-week holiday practise of American business and industry.

The trend of total expenditures exhibits independent characteristics and after reaching a maximum in the three-day group, declines less rapidly than the number of permits because of the higher total expenditures of longer-stay cars.

On a weekly basis, expenditures in the first week represent 48.2 p.c. of the total expended in Canada, and 25.2 p.c. within the period from 8 to 14 days. Stays of from 15 to 21 days account for 8.8 p.c. of total expenditures so that tourists remaining up to three weeks contribute but 82 p.c. of the expenditure although representing 97 p.c. of the total volume of entries in the permit class.

Average expenditure per car per day is at a relatively low level in the one and two day class, reaching a maximum in the three-day class at \$13.24 and gradually declining to a low of less than \$3.00 for those remaining over two months, the majority of whom it is presumed from their low daily expenditures per car are living with relatives or in rented cottages.

The average number of persons per car has a general tendency to decline in relation to length of stay after reaching a maximum of 3.23 in the 8 day class. The average number of persons per car for all permits is 3.05. Distinct patterns are in evidence from persons remaining on fixed one and two week vacations. Thus, the number of persons staying eight days (representing 7 nights) reacts from the general downward trend and similarly the fifteen-day permits reach an intermediate peak. Likewise the average number of persons per car for the 8 and 15 day periods attains contra-trend maximums, suggesting from lower average expenditure per capita that a proportionately larger number of children were transported.

Summarizing, there were some 425,181 permits issued to motorists entering from the United States in 1944 to spend a total of over 17.7 million dollars during an average stay per car of 5.72 days in Canada. The average expenditure per car was placed at \$41.77 or an average of \$7.30 per car per day. There were some 1,295,000 passengers carried in the abovementioned cars including the driver, or an average of about 3 tourists per car and they remained a total of 6,518,000 person days in Canada and spent a daily average of \$2.72.

Permit Class Foreign Automobiles Analyzed by U.S. State of Registration and Country.

The marked decline in automobile tourist traffic from the United States during the war period is strikingly illustrated in an analysis of State registration of American cars entering Canada as tourists on Custom permits in the years, 1938 to 1944. (See Table 9)

While some decline in volume due to adverse publicity was experienced during 1940 from the previous year, entries had increased in 1941. However, coincident with the attack on Pearl Harbour and the subsequent travel restrictions, direct and indirect, the volume of automobile tourist traffic was reduced by more than two-thirds and at a time when Canadian requirements of American currency for war purchasing were most pressing. A considerable number of tourists turned to train and bus for transportation but the net result was a great decrease in total volume.

States which are on the border normally supply the bulk of tourists by automobile and reflect to some degree the visits of former Canadians and their descendents who have emigrated to neighbouring States over the years.

Table 7 - Number of and Expenditures by United States Motorists (Tourist Class) Entering on Traveller's Vehicle Permits, by Length of Stay in Canada, Calendar Year 1944.

Days' Stay	Number of Permits	% of Total Permits	Average Expenditure per car	Expenditures	% of Total Expenditures	Number of Car-Days	Average Expenditure per car per day
			\$	\$			\$
1	176,678	41.54	7.51	1,326,251	7.46	176,678	7.51
2	70,602	16.61	17.14	1,209,786	6.81	141,204	8.57
3	44,757	10.52	39.71	1,777,300	10.01	134,271	13.24
4	27,385	6.44	50.75	1,389,789	7.82	109,540	12.69
5	17,369	4.09	63.51	1,103,105	6.21	86,845	12.70
6	11,532	2.71	71.79	827,882	4.66	69,192	11.96
7	11,431	2.69	81.24	928,654	5.23	80,017	11.61
8	13,824	3.25	92.17	1,274,158	7.17	110,592	11.52
9	8,689	2.04	101.42	881,238	4.96	78,201	11.27
10	5,532	1.30	113.37	627,163	3.53	55,320	11.34
11	3,958	.93	115.56	457,386	2.58	43,538	10.51
12	3,174	.75	120.87	383,641	2.16	38,088	10.07
13	3,116	.73	127.90	398,536	2.24	40,508	9.84
14	3,525	.83	130.81	461,105	2.60	49,350	9.34
15	3,993	.94	129.28	516,215	2.91	59,895	8.62
16	2,462	.58	138.26	340,396	1.92	39,392	8.64
17	1,475	.35	143.30	211,368	1.19	25,075	8.43
18	955	.22	152.10	145,256	.82	17,190	8.45
19	716	.17	148.27	106,161	.60	13,604	7.80
20	537	.13	165.76	89,013	.50	10,740	8.29
21	541	.13	149.12	80,674	.45	11,361	7.10
22	521	.12	153.53	79,989	.45	11,462	6.98
23	412	.10	168.20	69,298	.39	9,476	7.31
24	355	.08	170.50	60,528	.34	8,520	7.10
25	326	.08	178.50	58,191	.33	8,150	7.14
26	292	.07	149.54	43,666	.25	7,592	5.75
27	276	.06	188.63	52,062	.29	7,452	6.99
28	275	.06	175.43	48,243	.27	7,700	6.27
29	326	.08	163.17	53,193	.30	9,454	5.63
30	285	.07	166.12	47,344	.27	8,550	5.54
31- 40	1,997	.47	168.40	336,295	1.89	68,900	4.88
41- 50	971	.23	189.47	183,975	1.04	43,957	4.19
51- 60	916	.22	205.98	188,678	1.06	50,902	3.71
61- 70	970	.23	187.77	182,137	1.03	62,901	2.90
71- 80	620	.15	272.45	168,919	.95	46,527	3.63
81- 90	456	.11	298.11	135,938	.77	38,942	3.49
91-100	438	.10	274.70	120,319	.68	41,702	2.89
101-125	780	.18	309.54	241,441	1.36	87,883	2.75
126-150	571	.13	422.22	241,088	1.35	78,761	3.06
151-175	675	.16	400.16	270,108	1.52	109,739	2.46
176-365	1,468	.35	439.58	645,303	3.63	332,563	1.94
Totals	425,181	100.0	41.77	17,761,792	100.0	2,431,734	7.30
Av. length of stay						Per car 5.72 days	

N.B. The above data derived from averages for the Dominion for periods of three days and over rather than for each Province, are slightly different from those calculated from Provincial averages.

Table 8 - Number of and Expenditures by United States Motorists (Tourist Class) Entering on Traveller's Vehicle Permits by Length of Stay in Canada, Calendar Year 1944.

Days' Stay	Average persons per car	Total persons	Number of Person-Days	Average Expenditure per person per day
1	3.21	567,604	567,604	2.34
2	2.92	205,904	411,808	2.94
3	2.92	130,903	392,709	4.53
4	2.91	79,797	319,188	4.35
5	2.89	50,196	250,980	4.40
6	2.92	33,665	201,990	4.10
7	3.05	34,916	244,412	3.80
8	3.23	44,655	357,240	3.57
9	3.10	26,917	242,253	3.64
10	3.00	16,609	166,090	3.78
11	2.94	11,623	127,853	3.58
12	2.95	9,379	112,548	3.41
13	2.98	9,274	120,562	3.31
14	3.18	11,222	157,108	2.93
15	3.20	12,773	191,595	2.69
16	2.95	7,274	116,384	2.92
17	2.87	4,238	72,046	2.93
18	2.75	2,627	47,286	3.07
19	2.73	1,956	37,164	2.86
20	2.57	1,380	27,600	3.23
21	2.67	1,442	30,282	2.66
22	2.78	1,447	31,834	2.51
23	2.64	1,086	24,978	2.77
24	2.58	916	21,984	2.75
25	2.49	813	20,325	2.86
26	2.47	720	18,720	2.33
27	2.62	724	19,548	2.66
28	2.64	725	20,300	2.38
29	2.86	932	27,028	1.97
30	2.59	739	22,170	2.14
31- 40	2.66	5,306	182,685	1.84
41- 50	2.41	2,336	105,603	1.74
51- 60	2.49	2,277	126,426	1.49
61- 70	2.47	2,394	155,398	1.17
71- 80	2.48	1,537	115,291	1.47
81- 90	2.30	1,049	89,588	1.52
91-100	2.26	988	94,040	1.28
101-125	2.18	1,703	191,923	1.26
126-150	2.11	1,207	166,707	1.45
151-175	2.10	1,419	230,485	1.17
176-365	1.94	2,841	658,501	.98
Totals	3.05	1,295,513	6,518,236	2.72
			Per Person	
			5.03 days	

It is estimated that residents of the United States of Canadian descent, including Canadian born residents and their spouses and families represent a tourist potential of some 5,000,000 persons, settled mainly in Massachusetts, Michigan, New York, Maine, Minnesota, Washington and California.^x

On a regional basis, the North Eastern States have contributed about half of all automobile tourists over the past seven years with the State of New York averaging some 60 p.c. of the traffic from the eastern area. Entries from the region which had been 647,000 in 1938 declined to 152,000 in 1943 but increased to 229,000 in 1944. Considerable improvement is indicated in preliminary figures for 1945 and it is confidently expected that pre-war levels will be quickly regained.

The Great Lakes region normally originates about one-third of all permit class tourists, with the State of Michigan contributing two-thirds of the regional total. Ohio supplies an average of 15 p.c. of the total movement in the area. Travellers vehicle entries which aggregated 407,000 in 1940 declined to 85,000 in 1943 but rebounded to 143,000 in 1944. Michigan declined from 269,000 in 1940 to 73,000 by 1943 and recovered to 123,000 in the year under review.

The international movement from the three States - Minnesota, North Dakota and Montana, grouped as the North Western Inland Border region, is relatively small, comprising only 2.5 p.c. of the total volume of traffic but still significant in relation to population in that sector. Minnesota normally sends over 50 p.c. of the volume for the group.

Statistics for the West Coast States indicate a considerable flow of traffic into British Columbia and represent 10 p.c. of the national total. Some 85 p.c. of this volume is from the neighbouring state of Washington.

Normally, the remainder of the federal states not adjacent to the International Border contribute about 5 p.c. of the tourists entering by automobile. This residue was most sensitive to wartime restrictions and shows a larger percentage decline than for those states more happily situated. Whereas in 1939 some 71,000 cars entered Canada on permits from States some distance from our borders, only 6,600 such cars were able to visit Canada in 1943, increasing to some 9,000 in 1944.

A significant revelation in the above summary is that three States - New York, Michigan and Washington - normally contribute some 60 p.c. of the total volume of automobile tourists entering Canada.

Entries of foreign cars from overseas and Central America which averaged about 1,000 cars per year in the era preceding the war, declined to only 7 in 1944, but a revival of this type of tourist is expected, particularly from Mexico and U. S. possessions.

x "The Canadian Born in the United States" - Truesdell, 1943.
Canada-U. S. Relations Studies.

Table 9 - Number of Foreign Automobiles (Permit Class⁽¹⁾) Arrivals in Canada, 1938-1944, by U.S. Federal States or Countries of Registration, tabulated by Groups of U.S. Federal States according to Volume of Traffic.

	1938	1939	1940	1941	1942	1943	1944
<u>NORTH EASTERN STATES</u>							
New York	324,877	315,374	250,441	290,885	146,372	92,302	135,966
Maine	59,891	60,441	46,707	39,883	25,483	17,617	25,801
Vermont	88,757	78,624	61,505	56,526	33,831	20,064	31,035
Massachusetts	54,885	56,421	44,067	60,001	10,921	7,012	10,175
Pennsylvania	54,080	51,562	41,024	59,761	17,646	7,369	12,664
Connecticut	16,885	18,118	13,225	21,878	5,129	2,588	4,358
New Jersey	25,113	25,885	19,652	25,530	3,406	1,273	2,253
Rhode Island	8,296	8,833	6,315	9,154	1,567	857	1,683
New Hampshire	14,577	14,139	10,661	15,208	5,634	3,325	5,188
	647,361	629,397	493,597	578,826	250,011	152,407	229,123
% of Volume	51.2	49.6	51.2	50.2	50.2	52.9	52.1
<u>GREAT LAKE STATES</u>							
Ohio	59,785	65,457	47,108	69,580	24,284	8,535	15,071
Michigan	273,727	269,419	187,108	253,552	121,335	72,823	122,844
Illinois	38,723	44,301	30,078	34,854	8,851	1,754	2,465
Indiana	12,803	14,496	9,928	14,247	4,321	1,117	1,638
Wisconsin	12,053	13,894	9,820	10,792	2,965	850	806
	397,091	407,567	284,042	383,025	161,756	85,079	142,824
% of Volume	31.4	32.1	29.5	33.2	32.5	29.6	32.5
<u>NORTH WESTERN INLAND BORDER STATES</u>							
Minnesota	22,978	23,888	19,774	16,104	6,715	2,114	2,965
North Dakota	10,833	11,390	8,493	7,228	4,568	3,022	4,132
Montana	6,687	7,531	7,240	7,393	3,026	1,677	2,109
	40,498	42,809	35,507	30,725	14,309	6,813	9,206
% of Volume	3.2	3.4	3.7	2.7	2.9	2.4	2.1
<u>WEST COAST STATES</u>							
Washington	81,557	81,716	66,642	62,025	47,548	33,816	45,265
Oregon	8,321	7,648	7,170	7,527	3,643	1,290	1,676
California	28,614	29,177	25,107	26,960	4,385	1,766	2,569
	118,492	118,541	98,919	96,512	55,576	36,872	49,510
% of Volume	9.3	9.3	10.3	8.4	11.1	12.8	11.3
<u>Remaining FEDERAL STATES and OTHER COUNTRIES (2)</u>							
	61,644	71,343	51,615	63,952	16,434	6,622	8,953
% of Volume	4.9	5.6	5.3	5.5	3.3	2.3	2.0
TOTAL	1,265,086	1,269,657	963,680	1,153,040	498,086	287,793	439,616

(1) Automobiles entered on Traveller's Vehicle Permits.

(2) See Supplementary Tables "A" and "B".

Supplementary Table 9 "A" - Number of Foreign Automobiles (Permit-Class⁽¹⁾), Arrived in Canada, 1938-1944, by Countries of Registration.

	1938	1939	1940	1941	1942	1943	1944
U.S. Government	-	-	-	148	1,112	458	1,007
U.S. Possessions (2)	402	580	424	369	131	41	28
Newfoundland	35	27	33	51	6	1	-
British West Indies	12	14	7	1	-	-	-
Cuba	72	80	33	25	2	-	-
Mexico	105	192	71	83	22	3	6
Panama	84	149	106	99	5	-	-
Great Britain	27	97	17	2	-	1	-
Aggregate of Others	57	86	64	110	7	-	-
Total	794	1,225	755	888	1,285	504	1,041

(1) Automobiles entered on Traveller's Vehicle Permits.

(2) See Supplementary Table "B".

Supplementary Table 9 "B" - Number of U.S. Automobiles (Permit-Class⁽¹⁾), Arrived in Canada, 1938-1944, from U.S. Possessions.

	1938	1939	1940	1941	1942	1943	1944
Alaska	46	80	74	93	110	35	27
Hawaii	299	447	318	251	17	6	1
Philippines	46	36	21	16	-	-	-
Puerto Rico	10	15	9	8	3	-	-
Others	1	2	2	1	1	-	-
Total	402	580	424	369	131	41	28

(1) Automobiles entered on Traveller's Vehicle Permits.

Ports of Entry with corresponding Ports of Exit

June - September 1944, and length of stay

In an endeavour to gauge the directional flow of the tourist automobile traffic when once it has entered Canada, a summary of ports of entry by regions and ports of exit was prepared in 1944 for the four months in which the bulk of the traffic occurred, namely June to September. No direct information is secured from the tourist as to his route or places visited but certain distinct patterns of behaviour are apparent from a study of points of entry and exit.

Bulking all entries through St. Lawrence River ports in the months June to September 1944, it is observed that among the total entry of 25,672 cars, some 19,454 returned to the United States by the same St. Lawrence ports while 686 used other Quebec ports of exit. Into Ontario, 1,119 found their way and the majority left by the Fort Erie - Niagara Falls area indicating a visit to Toronto and vicinity. Some 66 cars continued across to the Windsor area. The balance left by a variety of ports in small numbers or had not left Canada by the end of September.

There were 330 cars which came across Lake Ontario by boat and entered Canada through Cobourg. Of this group, 62 turned eastward and left by St. Lawrence River ports while 144 returned to the United States via Fort Erie and Niagara Falls. Ten left from Toronto. Only 2 continued across Southern Ontario to Windsor while 112 had bought return tickets through Cobourg.

A total of 248 cars entered through the port of Toronto in the months June to September, 38 of those who had left Canada had followed the eastward route to the St. Lawrence ports, while 65 departed via the Niagara district. Two cars completed the journey to Windsor while 126 returned aboard at Toronto.

Traffic entering Canada in the selected months of 1944, totalled 72,513 cars through Fort Erie and Niagara Falls. Over 90 p.c. of this traffic returned by the same ports while 6,243 drove across Southern Ontario to St. Clair and Detroit River ports. Nearly 800 cars entering through the Niagara district turned eastward, 57 leaving through Toronto, 100 through Cobourg and 624 through St. Lawrence River ports. Thus of the 10 p.c. of the traffic which did not return by the same ports, about 87 p.c. took a westerly route. A considerable portion of this volume was on 1 and 2 day permits and normal intransit traffic.

The Lake Erie ports such as Kingsville, Leamington and Port Dover had 771 permit entries during the months June to September 1944. Of this number 403 returned via the Lake Erie ports, 126 left Canada by the Niagara region, 207 by Windsor and 11 by Sault Ste. Marie.

The largest volume of entries in the months under review was through St. Clair and Detroit River ports. Of the gross total of 77,205 entries, about 91 p.c. returned by the same ports. There were 6,784 cars that journeyed across Southern Ontario to depart through Niagara points. Some 52 left by St. Lawrence ports, 79 by Lake Erie ports and 282 turned northward to leave via Sault Ste. Marie.

The traffic through the port of Sault Ste. Marie was more local in nature; 3,133 of the total of 3,275 returning to the United States by the same port. Of the balance, 107 drove southward to leave in the Windsor region while 19 reached the Niagara ports. Only 2 left by St. Lawrence exits and 2 across Lake Erie.

In the above analysis the restricted nature of wartime tourism is brought into sharp relief. Only a small percentage of travellers had sufficient gasoline accumulated to undertake the longer journeys or tours which had become a commonplace of pre-war travel and relatively few strayed far from the port of entry.

Turning to a summary of American automobile tourists on an interprovincial basis, wartime travel is brought into a broader perspective. Whereas some 176,861 permits were granted to United States cars entering Ontario, 175,788 returned by Ontario ports while only 823 or about $\frac{1}{2}$ of 1 p.c. left from ports of other provinces. Of this number 793 chose Quebec ports of exit and 29 departed through Manitoba.

Traffic from the Maritime Provinces to Central Canada was also limited. Only 109 out of a total entry of 13,117 left by ports of Upper Canada, 99 through Quebec and 10 via Ontario.

Quebec entries demonstrated much the same tendency; some 652 or 1.3 p.c. of the total of 40,589 cars crossed interprovincial borders to return to the United States, 543 tourists leaving by Ontario ports and 109 by Maritime Province points.

Traffic from Manitoba to Ontario ports was limited to 35 cars out of a total of 1,766 and there was little trans-prairie travel. Only 30 cars which entered through Prairie Province portals left by British Columbia and reversely 30 cars which came into Canada through British Columbia crossed the Rockies to leave by ports on the prairies.

Summarizing, it is noted that only 1 automobile in 115 apparently crossed an interprovincial boundary during its stay in Canada in the principal "pleasure travel" months of 1944, to depart from a province other than that of entry.

The analysis, of course, understates the total amount of travel by American cars between the different provinces or between the different border regions of Ontario since some cars may enter and leave through the same port although they have visited some other region or province of Canada. The comparisons do, however, point to the lower limits possible of the volume of interprovincial or interregional travel within Canada and show a drastic decline from similar compilations in 1941 when motor traffic was less restricted.

Table 10 - Number of Foreign Cars entering Canada on Traveller's Vehicle Permits (Tourist Category), during the four months June to September 1944, grouped by ports of entry with corresponding ports of exit, and divided by selected lengths of stay in Canada.

Ports of Entry		Ports of Exit			1 Day	2 Days	3 Days & Over	Total
(A) St. Lawrence River Ports	Cobourg				2	4	19	25
	Toronto				5	1	30	36
	Port Erie and Niagara Falls				41	107	642	990
	Lake Erie Ports							
	St. Clair and Detroit River Ports				15	20	31	66
	Sault Ste. Marie						2	2
	Total of Above				63	132	724	1,119
	St. Lawrence River Ports				4,765	2,016	12,673	19,454
	All Ports in the Province of Quebec				105	164	417	686
	All Ports in Canada				6,943	3,289	15,440	25,672
(B) Cobourg	St. Lawrence River Ports				3		59	62
	Toronto						10	10
	Port Erie and Niagara Falls				4	2	138	144
	Lake Erie Ports							
	St. Clair and Detroit River Ports						2	2
	Sault Ste. Marie							
	Total of Above				7	2	209	218
	Cobourg				1		111	112
	All Ports in Canada				8	2	320	330
(C) Toronto	St. Lawrence River Ports				1	3	34	38
	Cobourg						4	4
	Port Erie and Niagara Falls				4	2	59	65
	Lake Erie Ports							
	St. Clair and Detroit River Ports						2	2
	Sault Ste. Marie							
	Total of Above				5	5	99	109
	Toronto				1	1	124	126
	All Ports in Canada				7	6	235	248

Ports of Entry	Ports of Exit	Number of Permits issued June to September by Length of Stay			
		1 Day	2 Days	3 Days & Over	Total
(D) Fort Erie and Niagara Falls	St. Lawrence River Ports	26	122	476	624
	Cobourg	4	4	92	100
	Toronto	1	3	53	57
	Lake Erie Ports	2		10	12
	St. Clair and Detroit River Ports	3,482	1,891	870	6,243
	Sault Ste. Marie		3	17	20
	Total of Above	3,515	2,023	1,518	7,056
	Fort Erie and Niagara Falls	21,587	8,642	35,128	65,357
	All Ports in Canada	25,108	10,669	36,736	72,513
(E) Lake Erie Ports	St. Lawrence River Ports			1	1
	Cobourg				
	Toronto				
	Fort Erie and Niagara Falls	4	3	119	126
	St. Clair and Detroit River Ports	27	24	156	207
	Sault Ste. Marie	1		10	11
	Total of Above	32	27	286	345
	Lake Erie Ports	5	14	384	403
	All Ports in Canada	37	41	693	771
(F) St. Clair and Detroit River Ports	St. Lawrence River Ports				
	Cobourg	2	22	28	52
	Toronto			7	7
	Fort Erie and Niagara Falls			2	2
	Sault Ste. Marie	3,470	2,232	1,082	6,784
	Lake Erie Ports	11	15	267	282
	Total of Above		13	55	79
	St. Clair and Detroit River Ports	3,483	2,282	1,441	7,206
	All Ports in Canada	29,069	9,046	31,817	69,932
		32,550	11,319	33,336	77,205

Ports of Entry	Ports of Exit	Number of Permits issued June to September by Length of Stay			
		1 Day	2 Days	3 Days & Over	Total
(G) Sault Ste. Marie	St. Lawrence River Ports		2		2
	Cobourg		1		1
	Toronto				
	Fort Erie and Niagara Falls	1	1	17	19
	Lake Erie Ports			2	2
	St. Clair and Detroit River Ports	6	13	88	107
	Total of Above	7	17	107	131
	Sault Ste. Marie	313	229	2,591	3,133
	All Ports in Canada	320	250	2,705	3,275
Section II. Traffic from Ontario to Other Provinces					
St. Lawrence River Ports	All Ports in Quebec	105	164	417	686
All Ports in Ontario West of Kingston & East of Sault Ste. Marie (Incl. Sault Ste. Marie)	All Ports in Quebec	5	5	91	101
All Ports in Ontario	All Ports in Quebec	107	172	514	793
All Ports in Ontario	All Ports in Maritime Provinces			1	1
All Ports in Ontario	All Ports in Manitoba			29	29
All Ports in Ontario	All Ports in Maritimes, Quebec and Manitoba	107	172	544	823
All Ports in Ontario	All Ports in Ontario	62,966	24,664	88,158	175,788
All Ports in Ontario	All Ports in Canada	63,138	24,850	88,873	176,861
Section III. Traffic from the Maritime Provinces to Central Canada					
All Ports in the Maritime Provinces	All Ports in Quebec	15	18	66	99
	All Ports in Ontario			10	10
	All Ports in Quebec and Ontario	15	18	76	109
	All Ports in Maritime Provinces	5,584	1,939	4,531	12,054
	All Ports in Canada	6,340	1,996	4,781	13,117

Ports of Entry		Ports of Exit		Number of Permits issued June to September by Length of Stay		
				1 Day	2 Days	3 Days & Over
				Total		
<u>Section IV. Traffic from Quebec to Other Provinces</u>						
All Ports in Quebec		All Ports in Ontario on the St. Lawrence River	47	89	312	448
		All Ports in Ont. West of Kingston & East of Sault Ste. Marie (Incl. Sault Ste. Marie)	3	3	89	95
		All Ports in Ontario	50	92	401	543
		All Ports in Maritime Provinces	18	15	76	109
		All Ports in Ontario & Maritime P.	68	107	477	652
		All Ports in Quebec	18,032	6,480	15,087	39,599
		All Ports in Canada	18,287	6,640	15,662	40,589
<u>Section V. Traffic from Manitoba to Ontario</u>						
All Ports in Manitoba		All Ports in Ontario	391	1	34	35
		All Ports in Manitoba	392	347	980	1,718
		All Ports in Canada		348	1,026	1,766
<u>Section VI. Traffic Between the Prairie Provinces</u>						
All Ports in Manitoba		All Ports in Saskatchewan			7	7
		All Ports in Alberta			3	3
		All Ports in Saskatchewan & Alberta			10	10
All Ports in Saskatchewan		All Ports in Manitoba	2		6	8
		All Ports in Alberta			1	1
		All Ports in Manitoba & Alberta	2		7	9
		All Ports in Saskatchewan	153	298	1,385	1,836
		All Ports in Canada	155	298	1,397	1,850

Ports of Entry	Ports of Exit	Number of Permits issued June to September by Length of Stay			
		1 Day	2 Days	3 Days & Over	Total
All Ports in Alberta	All Ports in Manitoba			2	2
	All Ports in Saskatchewan	1		5	6
	All Ports in Manitoba & Saskatchewan	1		7	8
	All Ports in Alberta	114	125	512	751
	All Ports in Canada	115	131	572	818
Section VII. Traffic Between the Prairie Provinces & British Columbia					
All Ports in the Prairie Provinces	All Ports in British Columbia		4	46	50
	All Ports in the Prairie Provinces	641	767	2,860	4,268
	All Ports in Canada	641	773	2,933	4,347
All Ports in British Columbia	All Ports in the Prairie Provinces		1	29	30
	All Ports in British Columbia	6,791	4,847	13,207	24,845
	All Ports in Canada	6,791	4,850	13,248	24,889

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Comparison Intransit Automobile Traffic

in months April to December, 1941 and 1944.

An important factor in any analysis of the traffic on Canadian highways is the large volume of American automobiles which take advantage of the Southern Ontario "short cut" between the Lake St. Clair and Niagara areas. It is estimated that some 100 miles of travel over more crowded highways is saved the American driver who avoids the long semi-circle route south of Lake Erie from Detroit to Buffalo. What has been a feature of U. S. railway traffic since the early days of western expansion, has assumed increasing importance in automobile, bus and commercial carrier movements.

In a monetary sense, intransit vehicular traffic brings relatively little revenue to Canada per vehicle but it is important as a medium of showing Canada to such travellers, however brief their stay.

In the year 1941, a summary of the months April to December reveals that some 175,000 American cars crossed the border on 1 day permits, principally on the trans Southern Ontario route, while 64,000 entered on 2 day permits. In the same months of 1944 this number had declined to less than 29,000 on 1-day and 6,500 on 2-day permits, a recession in the total movement of some 85 p.c.

The volume of one and two day permits in the selected months of 1941 represented about 39 p.c. of all permits issued but declined to 16 p.c. in 1944.

In addition to the traffic across Ontario, which comprises about 90 p.c. of the normal intransit volume, there is some movement through Quebec and British Columbia ports where the contraction in entries from 1941 to 1944 was also marked, totals of 1 and 2-day permits dropping from 10,100 to 4,400 in Quebec and from 8,450 in British Columbia to 1,100 in the same comparison.

The easing of travel restrictions and tire and gasoline shortages should result in a greater relative increase in intransit traffic than for longer term tourists, since the decline in entries in the former group was more pronounced during the war years.

Details by provinces and by ports are given in table 11.

Table 11 - Number of One-day and Two-day Cars, Travelling on Permit Between Selected Ports of Entry and Exit, April-December 1941 and 1944.

Ports	One-Day Cars	<u>1941</u> Two-Day Cars	Total	One-Day Cars	<u>1944</u> Two-Day Cars	Total
<u>Quebec</u>						
Glen Sutton and Highwater	10,119	(1)	10,119	4,406	(1)	4,406
<u>Ontario</u>						
Fort Erie and Niagara Falls	37,854	(1)	37,854	9,968	(1)	9,968
Windsor and Niagara Falls	25,757	25,614	51,371	1,899	1,648	3,547
Windsor and Fort Erie	52,734	20,327	73,061	5,696	2,602	8,298
Sarnia and Niagara Falls	19,348	12,884	32,232	2,344	1,401	3,745
Sarnia and Fort Erie	11,606	5,021	17,627	2,126	852	2,978
Sarnia and Windsor	3,578	(1)	3,578	985	(1)	985
Walkerville and Windsor	4,099	(1)	4,099	-	-	-
<u>British Columbia</u>						
Pacific Highway and Boundary Bay	6,324	(1)	6,324	679	(1)	679
Carson and Cascade City	2,124	(1)	2,124	425	(1)	425
Totals	174,543	63,846	238,389	28,528	6,503	35,031
% of Total Permits	45	28	39	18	10	16

(1) Cannot be considered "in Transit"

Expenditures of Canadian Tourists in the United States in 1944.

The volume of Canadian tourist travel to the United States during 1944 continued the upward trend in evidence since the modern low point experienced in 1941, and expenditures were estimated at \$57 million in 1944 compared with \$34 million in the preceding year and \$18 million in 1941.

Automobile travel was still subject to severe restrictions dictated by the necessity of conserving gasoline, tires and American currency. The extent of trip and length of stay of motorists, as well as their expenditures were necessarily limited and while the total amount expended at \$3.8 million was double that in 1943, it still remained only about 15 p.c. of the pre-war average.

Tourists naturally turned to the remaining means of travel and thus trains and through buses carried the great bulk of the longer staying Canadian tourists. Expenditures by those travelling by rail were over \$33 million and by bus \$8.7, representing 58 p.c. and 15 p.c. respectively of total Canadian expenditure in the United States. A creditable number of tourists have become air minded during the war period and expenditures under this classification reached \$2.4 million or double that in 1943. What was once an unimportant medium of Canadian travel abroad, has now assumed an important place in any calculation of Canadian tourist expenditure and holds increasing promise for the future.

Tourist travel to the United States by boat was confined to inland waters and the protected shores of the West Coast. Expenditures of Canadian tourists by boat were placed at just over \$1 million principally from British Columbia and Ontario.

Other travellers by local bus, foot, bicycle and motorcycle while numerous between border points had low per capita expenditures and relatively short visits in the United States. A total number of nearly 5.3 million such travellers were estimated to have spent only \$7.9 million, principally in Detroit, Buffalo, Niagara Falls, and border towns in New Brunswick and Quebec.

During 1944 there were some eight and a quarter million visits paid by Canadians to the United States but only 962,000 or 11.6 p.c. of this number remained 2 days or over and might be considered as tourists.

Canadian expenditures in the United States at \$57 million in 1944 compared with \$116.6 million by travellers from the United States to Canada, indicate that Canadian expenditures are relatively much greater than U. S. expenditures in Canada in relation to both population and national income. Canadians by and large are more likely to cross the international border. Of course considerable wartime travel was occasioned by reasons of business and health.

Table 12 - Estimated Expenditures of Canadian Travellers in the United States by Length of Stay, 1944

	No. of Persons	% of Grand Total	Expenditures	% of Grand Total
Motorists - One-Day	2,035,841	24.57	2,035,841	3.57
Two-Day	60,468	.73	330,934	.58
Rail (in transit)	15,345	.19	-	-
Other Travellers (pedestrians, local buses, ferries, etc.)	5,271,593	63.63	7,907,390	13.85
Total	7,383,247	89.12	10,274,165	18.00
Motorists - Three Days & Over	81,545	.98	1,438,252	2.52
Rail	529,968	6.40	33,123,000	58.03
Through Bus	199,645	2.41	8,706,518	15.25
Airplane	24,419	.29	2,399,655	4.20
Boat	66,209	.80	1,139,909	2.00
Total	901,786	10.88	46,807,334	82.00
Grand Total	8,285,033	100.0	57,081,499	100.0

Overseas Travel

Due to the war, overseas touring, as such, practically ceased to exist and the remaining travel was confined to those travelling by steamship and plane on priorities covering governmental, service or other business. A considerable increase in travel from Newfoundland was immediately evident upon the cessation of hostilities and Canadian pleasure travel to the West Indies reflected an improvement in shipping facilities in 1945.

Expenditures by travellers from overseas, including Newfoundland, were estimated at \$3 million in 1945 compared with nearly \$2.9 million in 1944, whereas the total in 1939 had been about \$12 million. Canadians travelling overseas expended some \$2.8 million in 1944, but a decline in governmental and other business travel in 1945 reduced expenditure to about \$2 million. In the year 1939 total Canadian expenditures on overseas account were about \$14 million.

It is expected that recovery will be much slower in the latter account due to lack of facilities and food in European and Asiatic countries. The volume of Canadian overseas travel may be confined to the Americas for the next year or so. Experience gained during the war and the addition of excellent airport facilities, has brought air travel to and from overseas countries into the limelight, and the airplane is assuming increasing importance as a means of bringing overseas tourist trade to and from Canada.

Tourists entering Canada from Newfoundland in 1945 numbered over 12,400, while some 6,159 visitors came from overseas, 2,046 entering through Canadian ports and 4,113 through American seaports.

Table 13 - Balance of Payments on Travel Account Between
Canada and All other Countries 1926 - 1945

(Net Credits + Net Debits -)

(Millions of Dollars)									
Year	Account with United States			Account with Overseas Countries (Including Newfoundland)			Account with All Countries		
	Credits (1)	Debits (2)	Net (3)	Credits (4)	Debits (5)	Net (6)	Credits (7)	Debits (8)	Net (9)
1926	140	70	+ 70	12	29	- 17	152	99	+ 53
1927	148	72	+ 76	15	28	- 13	163	100	+ 63
1928	163	72	+ 91	14	26	- 12	177	98	+ 79
1929	184	81	+103	14	27	- 13	198	108	+ 90
1930	167	67	+100	13	25	- 12	180	92	+ 88
1931	141	52	+ 89	12	19	- 7	153	71	+ 82
1932	103	30	+ 73	11	19	- 8	114	49	+ 65
1933	81	30	+ 51	8	14	- 6	89	44	+ 45
1934	96	36	+ 60	10	14	- 4	106	50	+ 56
1935	107	48	+ 59	10	16	- 6	117	64	+ 53
1936	129	54	+ 75	13	21	- 8	142	75	+ 67
1937	149	65	+ 84	17	22	- 5	166	87	+ 79
1938	134	66	+ 68	15	20	- 5	149	86	+ 63
1939	137	67	+ 70	12	14	- 2	149	81	+ 68
1940	98	40	+ 58	7	3	+ 4	105	43	+ 62
1941	107	18	+ 89	4	3	+ 1	111	21	+ 90
1942	79	24	+ 55	3	3	-	82	27	+ 55
1943	87	34	+ 53	2	3	- 1	89	37	+ 52
1944	117	57	+ 60	3	3	-	120	60	+ 60
1945 ^(x)	164	83	+ 81	3	2	+ 1	167	85	+ 82

(x) Data for 1945 are subject to revision.

Table 14 - Number of Canadian Automobiles and Other Vehicles Travelling
in the United States by Province of Re-Entry
1941-1945

	1941	1942	1943	1944	1945
<u>Length of Stay - 24 hours or less</u>					
<u>Returning by Ports in:</u>					
Maritime Provinces	151,693	166,029	165,902	253,666	369,202
Quebec	65,136	72,167	67,158	108,526	141,947
Ontario	170,972	268,808	268,646	303,881	382,343
Manitoba	8,240	7,572	8,859	23,902	35,741
Saskatchewan	10,482	11,684	11,607	25,203	32,606
Alberta	2,341	3,620	3,935	11,053	10,008
British Columbia	44,766	42,657	34,475	46,111	99,955
Yukon	-	4	-	-	-
TOTAL CANADA	453,630	572,541	560,582	772,342	1,071,802

<u>Length of Stay - Over 24 hours</u>					
<u>Returning by Ports in:</u>					
Maritime Provinces	2,107	1,318	867	1,203	3,692
Quebec	9,002	6,189	4,772	12,348	21,909
Ontario	21,604	16,767	12,194	19,574	28,195
Manitoba	3,439	1,643	736	1,246	3,283
Saskatchewan	1,492	1,231	683	1,523	2,826
Alberta	1,397	752	316	511	1,139
British Columbia	15,019	10,448	8,220	11,528	18,910
Yukon	-	-	-	-	-
TOTAL CANADA	54,060	38,348	27,788	47,933	79,954

<u>Commercial Vehicles</u>					
<u>Returning by Ports in:</u>					
Maritime Provinces	36,590	45,315	35,011	40,683	51,705
Quebec	13,465	19,163	19,751	28,664	22,139
Ontario	37,992	48,275	37,598	35,418	34,507
Manitoba	548	1,357	5,756	7,011	3,976
Saskatchewan	803	891	1,268	2,213	3,231
Alberta	3,038	4,049	4,491	5,728	5,002
British Columbia	5,932	10,181	7,925	10,627	12,442
Yukon	31	-	1	-	-
TOTAL CANADA	98,399	129,231	111,801	130,344	133,002

Table 15 - Number of Canadian Automobiles and Other Vehicles Travelling
in the United States, by Month of Re-entry into Canada
1941-1945

Month	1941	1942	1943	1944	1945
<u>Length of Stay - 24 hours or less</u>					
January	7,253(1)	39,053	31,953	48,935	44,184
February	7,918(1)	34,657	31,243	41,843	39,569
March	12,879(1)	44,489	40,073	50,832	62,954
April	46,488	47,704	43,685	58,863	67,080
May	47,566	52,020	51,235	61,334	85,282
June	49,191	49,470	51,173	64,305	92,216
July	51,649	53,015	55,203	85,147	118,667
August	48,883	57,336	55,032	85,205	131,529
September	46,651	50,607	51,687	77,379	124,660
October	45,994	53,848	53,604	74,598	113,714
November	45,136	49,889	48,101	65,758	96,663
December	44,022	40,453	47,593	58,143	95,284
TOTAL	453,630	572,541	560,582	772,342	1,071,802
<u>Length of Stay - Over 24 hours</u>					
January	1,549	2,366	1,085	1,646	1,560
February	1,427	2,026	1,020	1,294	1,307
March	2,053	3,368	1,625	1,555	1,947
April	4,575	3,887	1,807	2,519	2,935
May	4,535	3,592	2,297	2,178	2,978
June	5,407	3,108	2,074	3,272	4,706
July	7,303	3,773	3,271	8,268	12,288
August	8,187	5,098	4,119	9,011	13,435
September	6,463	4,190	3,539	7,337	13,795
October	5,545	3,137	3,160	5,569	12,180
November	3,913	2,256	2,102	3,153	8,068
December	3,103	1,547	1,689	2,131	4,755
TOTAL	54,060	38,348	27,788	47,933	79,954
<u>Commercial Vehicles</u>					
January	(2)	12,026	7,824	9,473	8,630
February	(2)	11,927	8,502	10,098	9,381
March	(2)	11,361	9,392	11,795	10,967
April	7,818	8,981	8,291	8,437	8,566
May	9,446	9,910	8,543	10,541	11,160
June	10,799	12,188	10,462	11,317	12,126
July	12,234	12,649	11,109	11,912	12,629
August	12,393	11,025	9,954	11,507	13,508
September	11,489	10,318	9,683	12,203	12,130
October	13,525	11,001	8,557	12,226	12,904
November	10,628	8,972	8,333	11,556	10,453
December	10,067	8,873	10,651	9,279	10,548
TOTAL	98,399	129,231	111,801	130,344	133,002

(1) Incomplete count of traffic.

(2) Comparable categories are not available.

Table 16 - Number of Canadians Returning from the United States
by Train, by Province of Re-entry, 1940 - 1945.

Province of Re-entry	1940	1941	1942	1943	1944	1945
New Brunswick	10,843	6,767	10,766	16,083	23,614	27,080
Quebec	71,784	50,328	80,823	115,888	169,824	175,201
Ontario	144,385	90,525	150,601	250,138	292,251	309,684
Manitoba	11,688	6,527	8,985	13,736	20,884	23,289
Saskatchewan	3,269	2,717	3,516	5,315	6,936	7,429
Alberta	248	126	468	609	655	589
British Columbia	17,136	10,169	10,192	19,644	31,149	38,363
Yukon	-	-	-	-	-	-
TOTAL CANADA	259,353	167,159	265,351	421,413	545,313	581,635

Table 17 - Number of Canadians Returning from the United States
by Boat, by Province of Re-entry, 1940 - 1945.

Province of Re-entry	1940	1941	1942	1943	1944	1945
Maritime Provinces	45,105	10,601	15,244	14,365	20,603	25,717
Quebec	567	127	94	34	73	4,700
Ontario	64,100	28,646	16,396	13,417	27,973	39,278
Manitoba	-	-	-	-	-	-
Saskatchewan	-	-	-	-	-	-
Alberta	2,876	3,131	1,395	-	-	-
British Columbia	20,768	10,890	9,271	11,977	17,524	27,562
Yukon	9	-	29	17	36	26
TOTAL CANADA	133,425	53,395	42,429	39,810	66,209	97,283

Table 18 - Number of Canadians Returning from the United States
by Bus(1), by Province of Re-entry, 1941 - 1945.

Province of Re-entry	1941	1942	1943	1944	1945
New Brunswick	1,930	2,700	2,439	5,113	8,347
Quebec	3,818	4,722	4,566	11,396	16,305
Ontario	27,220	50,651	80,005	152,915	229,915
Manitoba	3,966	4,296	423	4,539	9,609
Saskatchewan	152	88	120	556	534
Alberta	501	877	1,400	2,297	2,319
British Columbia	10,741	14,675	12,883	22,829	35,041
Yukon	-	-	-	-	-
TOTAL CANADA	48,328	78,009	101,836	199,645	302,070

(1) Exclusive of local bus traffic between border communities.

Table 19 - Number of Canadians Returning from the United States
by Airplane, by Province of Re-entry, 1941 - 1945.

Province of Re-entry	1941	1942	1943	1944	1945
New Brunswick	202	527	430	1,093	1,075
Quebec	6,246	4,957	5,422	10,271	16,899
Ontario	4,380	4,223	5,153	9,205	11,504
Manitoba	443	338	397	689	1,359
Saskatchewan	2	-	-	-	-
Alberta	76	180	403	1,065	1,231
British Columbia	1,766	1,160	1,452	1,836	3,397
Yukon	84	69	54	260	124
TOTAL CANADA^x	13,199	11,454	13,311	24,419	35,589

^x Includes a small percentage from Overseas.

Table 20 - Number of Foreign Automobiles and Other Vehicles entering Canada, by Province of Entry, 1940 - 1945.

Non-Permit Class - Local Traffic⁽¹⁾

Entering by Ports in -	1940	1941	1942	1943	1944	1945
Maritime Provinces	530,223	456,375	362,284	292,835	432,029	587,207
Quebec	176,154	154,018	114,888	77,830	102,026	131,881
Ontario	1,625,591	1,931,623	1,481,081	1,056,165	1,401,358	2,068,158
Manitoba	37,882	30,994	26,834	24,307	30,164	39,815
Saskatchewan	17,579	18,312	15,733	11,736	13,473	17,334
Alberta	11,249	8,546	7,359	7,320	11,455	6,840
British Columbia	43,179	58,298	36,223	27,547	31,197	41,102
Yukon	-	1	-	-	-	-
CANADA	2,441,857	2,658,165	2,044,402	1,497,740	2,021,702	2,892,337

Traveller's Vehicle Permits⁽¹⁾

Entering by Ports in -	1940	1941	1942	1943	1944	1945
Maritime Provinces	61,273	61,686	23,540	18,023	26,931	44,377
Quebec	193,675	225,845	78,324	46,665	72,477	138,215
Ontario	582,917	757,959	328,585	190,135	292,637	553,720
Manitoba	13,795	14,597	6,373	2,828	3,929	8,775
Saskatchewan	6,394	6,458	3,127	1,887	2,687	4,247
Alberta	13,348	15,459	3,223	1,941	1,680	3,045
British Columbia	92,278	92,048	55,947	38,724	51,280	107,506
Yukon	-	1	-	-	5	30
CANADA	963,680	1,174,053	499,119	300,203	451,626	859,915

Commercial Vehicles⁽²⁾

Entering by Ports in -	1940	1941	1942	1943	1944	1945
Maritime Provinces		42,530	39,467	44,621	52,412	56,184
Quebec		20,043	16,071	15,897	17,349	18,584
Ontario		54,656	63,160	60,095	73,438	78,139
Manitoba		1,952	1,586	1,488	1,658	1,830
Saskatchewan		2,660	3,255	3,227	3,937	4,221
Alberta		1,516	2,772	2,648	1,906	1,808
British Columbia		5,478	5,179	4,140	3,697	5,298
Yukon		53	27	-	1	9
CANADA		128,888	131,517	132,116	154,398	166,073

(1) The expressions "Non-Permit Class" and "Traveller's Vehicle Permits" are defined on page 36.

(2) Earlier years are not available.

Table 21 - Number of Foreign Automobiles and Other Vehicles Entering Canada, by Month of Entry, 1940 - 1945.

Month	1940	1941	1942	1943	1944	1945
<u>Non-Permit-Class - Local Traffic⁽¹⁾</u>						
January	131,564	117,573	128,456	72,475	114,104	102,149
February	125,447	109,885	101,548	66,534	96,466	102,384
March	146,142	131,444	118,888	83,179	107,644	156,313
April	155,399	142,435	138,081	101,415	133,223	199,681
May	226,658	220,794	183,369	122,014	175,290	256,493
June	285,582	282,095	217,329	130,153	208,946	297,595
July	300,464	425,718	307,361	172,059	289,519	391,913
August	337,324	416,149	274,465	188,900	254,528	386,608
September	254,344	263,298	187,684	176,102	196,604	344,843
October	189,341	203,322	153,695	143,532	165,712	271,092
November	146,492	185,792	133,723	120,849	144,288	193,760
December	143,100	159,677	99,803	120,528	135,378	189,506
TOTAL	2,441,857	2,658,182	2,044,402	1,497,740	2,021,702	2,892,337

<u>Traveller's Vehicle Permits⁽¹⁾</u>						
January	20,998	20,361	19,561	6,278	13,037	10,556
February	22,933	21,326	16,512	7,074	10,575	12,889
March	29,455	29,208	22,304	9,495	12,520	22,341
April	43,314	55,022	37,822	14,538	19,477	32,102
May	87,324	100,469	58,715	20,888	32,492	46,999
June	135,512	130,875	58,683	22,847	43,309	79,133
July	149,131	252,423	85,379	48,753	88,696	151,007
August	211,242	287,619	79,510	59,616	84,771	187,215
September	118,818	117,005	53,172	47,453	61,648	145,968
October	71,578	74,282	31,840	29,107	38,036	84,933
November	43,502	51,733	23,660	18,660	27,994	53,330
December	29,873	33,730	11,961	15,494	19,071	33,442
TOTAL *	963,680	1,174,053	499,119	300,203	451,626	859,915

<u>Commercial Vehicles</u>						
January		2,200(2)	10,827	8,314	10,311	11,228
February		2,138(2)	9,825	9,855	11,773	11,304
March		2,254(2)	11,157	11,737	13,873	13,237
April		13,217	9,868	10,344	11,881	12,291
May		17,142	12,136	10,749	12,999	14,646
June		14,042	11,774	11,953	14,084	15,948
July		14,276	12,574	13,322	13,913	16,106
August		14,149	12,099	12,626	15,088	15,864
September		12,612	11,403	11,212	12,798	14,331
October		13,630	11,777	11,140	12,871	15,623
November		12,530	9,649	11,110	12,690	12,973
December		10,698	8,428	9,754	12,117	12,522
TOTAL	(3)	128,888	131,517	132,116	154,398	166,073

(1) The Expressions "Non-Permit-Class" and "Traveller's Vehicle Permits" are defined on page 36.

* The above total includes a number of motorcycles, bicycles and taxis, estimated at 25,500 in 1945.

(2) Not complete.

(3) Not available.

Table 22 - Net (1) Entries of Foreign Travellers by Rail, by Province of Entry, 1940 - 1945.

Province of Entry	1940	1941	1942	1943	1944	1945(2)
New Brunswick	15,678	24,847	45,231	49,533	48,974	44,427
Quebec	109,144	125,967	165,980	212,202	231,430	229,153
Ontario	162,806	164,235	226,505	241,639	376,790	424,800
Manitoba	12,766	13,961	24,474	68,171	41,656	28,335
Saskatchewan	9,237	11,206	11,458	15,754	11,884	7,358
Alberta	340	292	3,255	10,348	3,963	788
British Columbia	27,275	27,756	36,360	71,523	67,864	60,987
TOTAL	337,246	368,264	513,263	669,170	782,561	795,848

(1) After deducting in-transit passengers across Southern Ontario.

(2) Data for 1945 are subject to revision.

Table 23 - Entries of Foreign Travellers from the United States by Boat, by Province of Entry, 1940 - 1945.

Province of Entry	1940	1941	1942	1943	1944	1945
Nova Scotia	15,843	14,260	1,174	149	328	1,142
New Brunswick	4,904	3,752	4,554	4,059	7,211	7,718
Quebec	2,852	3,584	3,693	3,750	5,669	3,261
Ontario	42,896	75,134	52,720	90,667	93,772	134,676
Manitoba	-	-	-	-	-	-
Saskatchewan	-	-	-	-	-	-
Alberta	5,332	5,054	725	-	-	-
British Columbia	108,293	128,003	76,091	131,082	173,325	176,949
Yukon	376	326	20	35	21	40
TOTAL	180,496	230,113	138,977	229,742	280,326	323,786

Table 24 - Entries of Foreign Travellers by Bus(2), by Province of Entry, 1940 - 1945.

Province of Entry	1940(1)	1941	1942	1943	1944	1945
Maritime Provinces	3,330	5,222	8,440	6,241	9,350	11,774
Quebec	8,937	10,666	9,506	8,280	11,379	14,968
Ontario	125,311	163,825	120,651	112,245	151,297	196,616
Manitoba	3,010	3,521	3,347	806	2,833	4,253
Saskatchewan	3,362	238	43	63	148	135
Alberta	3,852	1,086	1,321	1,760	2,234	2,177
British Columbia	11,728	16,701	18,445	21,202	23,536	31,740
Yukon	-	-	-	-	-	-
TOTAL	153,530	201,259	161,753	150,597	200,777	261,663

(1) The 1940 figures for bus and aeroplane travellers cover the period from April 1st only, as these groups were not classified separately prior to that date.

(2) Exclusive of local bus traffic between border communities but including some intransit.

Table 25 - Entries of Foreign Travellers from the United States by Airplane, by Province of Entry, 1940 - 1945

Province of Entry	1940(1)	1941	1942	1943	1944	1945(2)
Maritime Provinces	1	986	1,243	3,057	3,962	4,022
Quebec	7,349	15,106	8,435	8,909	14,014	28,717
Ontario	701	7,532	4,592	5,580	6,766	9,631
Manitoba	911	1,227	1,033	1,351	1,545	2,345
Saskatchewan	20	45	46	7	4	12
Alberta	17	615	639	1,065	2,040	2,151
British Columbia	2,531	6,386	4,417	6,309	7,059	12,304
Yukon ^x	1,849	3,201	6,139	4,123	7,357	8,140
TOTAL	13,379	35,098	26,544	30,401	42,747	67,322

(1) The 1940 figures for bus and aeroplane travellers cover the period from April 1st only, as these groups were not classified separately prior to that date.

(2) Figures for 1945 are preliminary.

x Yukon totals are practically all intransit Seattle-Fairbanks, Alaska.

DEFINITIONS

The expressions "Non-Permit Class" and "Traveller's Vehicle Permits" are defined as follows:

(a) Non-Permit Class

Local vehicles which are not required to make out formal Customs permits. They are restricted to travel within the jurisdiction of the port and may not remain in Canada more than 48 hours.

Also included are the repeat trips of commuters and others who cross the border frequently on commuting permits. (See below)

(b) Traveller's Vehicle Permits

Traveller's vehicle permits are issued to all non-commercial vehicles which -

1. Travel beyond the jurisdiction of the port of entry or
2. Remain in Canada more than 48 hours, or
3. Leave the country by another port than the one by which they entered.

These permits are usually issued for periods of 60 days or 6 months, but a considerable number is issued to vehicles which are in Canada less than 48 hours.

Also included in this class are commuting permits which entitle the holders to cross the border frequently during the tenure of their permits. Repeat trips after the first, however, are included in the non-permit class, as mentioned above.

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CANADA
DEPARTMENT OF TRADE AND COMMERCE
DOMINION BUREAU OF STATISTICS
INTERNATIONAL PAYMENTS BRANCH

CANADA'S INTERNATIONAL TOURIST TRADE

PRELIMINARY ESTIMATES OF TOURIST

EXPENDITURES, 1946

AND

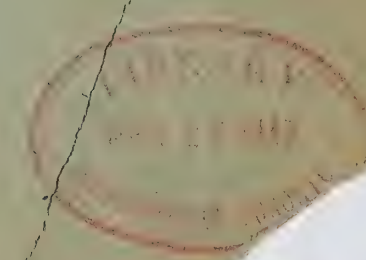
REVISED STATISTICS

1945



OTTAWA
1947

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DEPARTMENT OF TRADE AND COMMERCE
DOMINION BUREAU OF STATISTICS - CANADA
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Dominion Statistician:	Herbert Marshall
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CANADA'S INTERNATIONAL TOURIST TRADE.

Mankind's urge to travel has its roots deep in antiquity and the earliest incentives were primarily the desire to find new pastures, to discover new products and trade routes and to explore the unknown and foreign lands. There is an inherent curiosity in man to see other lands and peoples and the natural fulfillment of this inherent desire is best found in travel. The more curiosity there is engendered in the outside world towards exploring the Canadian scene, the more successful and remunerative will be our tourist trade. Canada has a great wealth of varied attractions to offer the tourist - a panorama of unmatched beauty from east to west and from south to north, accessible by road, rail, boat or plane.

Canada's tourist industry has come a long way from the first tourist, - Marc Lescarbot a French gentleman of leisure and Parisien lawyer who visited Port Royale, Acadia in 1606 and was one of the founders of the Order of Good Cheer - "L'Ordre du Bon Temps". He was an object of great curiosity to the early settlers who were puzzled by the presence of a countryman who just came to visit and enjoy himself among the industrious makers of Canada, whiling away his time in short tours, writing poetry, taking copious notes on life and manners and generally living a life of ease. The millions of tourists that visit Canada annually are no longer objects of curiosity but have come to be accepted as inevitable and welcome as the return of the birds.

Canada's tourist industry is young and vigorous. It is susceptible and sensitive to the unpredictable rise and fall of conditions of prosperity and employment in the United States and generally world prosperity. It flourishes best under peace, full employment and international freedom. The visitor industry, when taken in all its ramifications, appears no less important than that of gold mining, lumbering, fishing, electric power and so on. It has a product to sell and the product must be advertised abroad even though it be not exported.

Canada's tourist trade is exceeded only by exports of newsprint as a single contributor of American currency to the national economy. Receipts from U.S. travel in Canada help to make possible the large volume of Canadian travel to the United States and other hard currency areas for reasons of pleasure, business or health.

PRELIMINARY ESTIMATES OF TOURIST EXPENDITURES IN 1946.

The year 1946 definitely established a new record for tourist expenditures in Canada, as well as a new maximum for Canadians travelling abroad, mainly to the United States. Revised preliminary expenditures of travellers to Canada from the United States are placed at a new high of two hundred and fourteen million dollars, while tourists from overseas countries and Newfoundland are estimated to have spent about seven million dollars during their visits on Canadian soil. The aggregate expenditure of \$221 millions for all travel to Canada represents an increase of 33 p.c. or \$55 millions over the revised total of \$166.3 millions for 1945 and is over 2½

times the wartime low of \$82 millions in 1942. The 1946 record compares with the previous high of \$198 millions for all travel in 1929 when touring costs were on a somewhat similar plane and overseas visitors were much more numerous. Pre-war levels of \$166 millions in 1937 and \$149 millions in 1938 and 1939 have been well surpassed. Expenditures by United States tourists in 1946 now estimated at \$214 million compare with a revised total of \$163.3 million in 1945, an increase of nearly \$51 million or 31 p.c. This new record reflects favourably from the previous high of \$184 millions 1929 and the pre-war figure of \$149 million in 1937 and \$137 millions in 1939 for U.S. visitors to Canada.

One of the important developments of international travel during 1946 has been the great increase in the expenditure of American dollars by Canadians travelling to the United States. With the easing of restrictions on U.S. currency authorized to Canadians for travel, the dropping of gasoline and tire rationing, with more leisure and money available, Canadians are estimated to have expended a new record of \$135 millions on travel beyond our borders, with \$131 millions on United States account. This expenditure naturally represents a severe drain on the Canadian supply of American currency and the net balance or credit on travel account with the United States, despite the record expenditures in Canada of Americans was limited to about \$83 million dollars, a minor increase from the \$82 million credit of 1945.

The volume of border crossings and expenditures by Canadians during the year illustrates that on a per capita basis, the unrestricted Canadian is currently the most prolific border crossing national on earth and likewise on a per capita basis his travel expenditures exceed those of his more affluent neighbours in the United States. This is due in part to the expensive winter travel to southern resorts as well as to higher travel costs and price levels prevailing south of the border particularly in travel to metropolitan centres. If Americans travelled to Canada in the proportion that Canadians visit the States we should have a tourist trade many times its present magnitude. Canadians currently spend over \$10 per capita on travel to the United States while Americans contribute but \$1.50 per capita for travel to Canada. The Canadian tourist industry while a husky infant is still in swaddling clothes, capable of considerable growth and expansion.

In 1946, American automobile travel to Canada continued the expansion resumed during the preceding year. Some 5,371,200 foreign vehicles were checked through the 156 Canadian border ports stretching from the Maritimes to the Pacific and the Yukon. Of this immense international cavalcade, unparalleled anywhere in the world, some 1,492,000 vehicles entered on tourist car permits, 3,696,000 were non-permit or local traffic and 183,000 commercial vehicles. It is estimated that expenditures of tourists by automobile were \$83 millions in Canada during the year while the short-term visitors by car accounted for some \$12.7 millions more for a total of \$96 million compared with some \$17 million in 1945, a gain of 68 p.c. in the year.

In comparison with the American automobile traffic experienced in 1945, the all important tourist permit class advanced from 859,915 cars to a new record at 1,492,106, up 73.5 p.c., while the short term traffic rose 27.8 p.c. Tourist cars at over 1,492,000 compare with previous highs of 1,470,497 in 1931 and 1,384,488 in 1937, and since the average number of passengers per car was nearly three, an estimated 4,400,000 tourists visited Canada by motor car during the year. An assembly of these tourist cars would stretch in line from coast to coast.

Due to the wider use of automobiles as a means of international travel, the net number of tourists entering Canada by train during 1946, exclusive of in-

transits, declined to about 686,000 a decrease of 15 p.c. from the all time record established in 1945, but still over 80 p.c. above 1939 levels. Tourists by rail to Canada have high average expenditures and their contribution to the total outlay placed at nearly \$62 millions compared with over \$64 millions in 1945.

Bus companies operating international services cater to those of moderate means and have displayed a remarkable growth in the volume of passengers carried into Canada during the last decade. Close co-operation exists between Canadian and American interests. During 1946 there were more than 316,000 net tourist entries on long distance buses compared with about 262,000 in 1945 and more than double the entries in 1941. Tourists by bus are estimated to have spent about \$16 million in Canada during 1946.

The aeroplane continues to increase in importance as a carrier of international tourists. In 1946 net tourist entries from the United States by plane were almost 99,000 compared with a net of about 59,000 in the preceding year and this high average expenditure group are estimated to have contributed over \$10 million in tourist expenditure during their visits to Canada. In addition the overseas service of the Trans-Canada Airlines transported more than a thousand visitors from overseas and Newfoundland in addition to those coming by American airlines from Asia on the northern circle and via U.S. airports from overseas. The aeroplane holds great promise as a contributor to our tourist trade and makes it possible for distant peoples to holiday in Canada without using up their precious time in long ocean voyages. Similarly, private or chartered planes can reach remote back country lakes and hunting regions with ease and speed. Commercial planes now make it possible for New Yorkers to enjoy a week-end skiing in the Laurentians and return in time for work Monday morning. Good skiing and winter sports may thus still be enjoyed in April by Americans even when the tulips are in bloom to the south.

Tourist travel to Canada by boat was rudely interrupted by the war and travel particularly along the eastern seaboard was drastically curtailed, but tourist entries by boat during 1946 at over 239,000 were well in excess of pre-war levels, with notable increases along the west coast and on inland lakes and rivers. The return of boat transportation between Nova Scotia and the eastern United States should give a decided impetus to boat entries during 1947. Tourists entering Canada by steamer in 1946 are estimated to have spent over \$16 million, principally in British Columbia and Ontario. This compares with an expenditure of about \$13 millions by 323,786 boat passengers from the United States in 1945 and is not inclusive of arrivals from overseas. With the close proximity of many Canadian cities to centers of American population it is only natural that a great interflow of local visits should occur. These millions of short visits represent the close social and economic ties which bind the two nations in kinship and close harmony. While expenditures of Americans on brief stays in Canada cannot be truly regarded as in the nature of tourist expenditure, they do in the aggregate represent the inflow of a considerable amount of money during a year. It is estimated that the group conveniently called "Other Travellers" - those coming by foot, bicycle, local bus, taxis, motorcycles, horse drawn vehicles etc. expended \$14 million in Canada during 1946 on nearly 5,000,000 visits to Canadian soil compared with 3,940,000 in 1945.

Summarizing the year 1946 it is noted that the total volume of non-resident entries to Canada across the United States border reached the impressive sum of over 21,100,000 compared with 17,100,000 in 1945 and 16,600,000 in 1939. Although short term visits by motorists and by "other travellers" accounted for a considerable part of the 4,000,000 increase over 1945, the bona-fide tourist contributed a fair share of the advance.

A preliminary estimate of U.S. tourist expenditures during 1946 by province of entry, while admittedly subject to certain reservations, indicates that the province of Ontario secured roughly \$109 million or 51 p.c. of the total U.S. expenditure in Canada compared with nearly \$96 millions in 1945. The province of Quebec garnered an estimated \$45 million or 21 p.c. of the national total of \$214 millions. British Columbia with its year round attractions is estimated to have acquired \$34 millions or 16 p.c. Tourist entries into the Maritimes, principally through New Brunswick ports, represented an expenditure of \$13.5 million or 6.3 p.c. of the national total. Tourist travel across the 49th parallel into the Prairie provinces accounted for a total of \$12.4 million or 5.8 p.c., the advance for the area over 1945 indicating a doubling in tourist business during the year and reflects the re-opening of famous resort hotels and camps.

It must, of course, be emphasized that these provisional estimates are not designed or intended to accurately measure expenditures actually made in the provinces concerned. All estimates are based on ports of entry only and make no allowance for Americans travelling from one province to another once they have entered Canada. For example, American tourists by rail and auto to Alberta resorts usually enter Canada through British Columbia or eastern ports. A considerable number of the heavy inflow of tourists by air into Dorval Airport, Montreal likely visit other provinces. Motorists and train travellers entering by Quebec or Eastern Ontario ports may visit both provinces during their sojourn in Canada. The estimates do not represent the total value of a province's tourist trade as such an aggregate would include the expenditures of tourists from Overseas and Newfoundland as well as those from other Canadian provinces. While there is no satisfactory method of ascertaining an exact dispersal of U.S. expenditure by provinces, inter-regional or interprovincial touring by automobile was still limited to fairly small proportions in 1946 as in the war years. Thus for general comparisons and in lieu of more detailed information the following may be considered roughly indicative of the provincial distribution of U.S. tourist expenditure in Canada during 1946.

Table 1. ESTIMATED DISTRIBUTION OF U.S. TOURIST EXPENDITURES IN CANADA BY PROVINCE OF ENTRY, DURING 1946.

Province of Entry	<u>Expenditure</u>	<u>Preliminary</u>
	<u>Millions</u> \$	<u>P.C. of Total</u>
Maritimes (x)	13.5	6.31
Quebec	45.0	20.99
Ontario	109.1	50.95
Manitoba	6.6	3.07
Saskatchewan	3.0	1.40
Alberta	2.8	1.32
British Columbia (X)	34.2	15.96
Total	214.2	100.0

(x) Entering mainly through N.B. ports.

(X) Includes an estimated \$43,300 on Yukon account.

Canadian travel expenditures in the United States during 1946 reached an all time high of \$131 millions and the increase from the \$81 millions expended in 1945 represents an advance of over 61 p.c. The present outlay by Canadian tourists is double the 1936-1939 average and is in line with the rise in total net personal incomes of Canadians which climbed from \$2,973 millions in 1938 to an estimated \$9,172 millions in 1946.

United States currency has been made available to Canadians for any reasonable travel expenditures in the United States since May, 1945. In September 1946 there were further relaxations in the procedure of obtaining United States currency for travel, and residents were permitted to hold up to \$100 dollars in United States currency.

The premium on exchange was removed when Canadian currency was restored to parity early in July. A much greater number of Canadians were able to enjoy holidays during the first year of peace, augmented by over 750,000 young people returned from overseas and released from the services. But travel costs particularly for food, accomodation and amusement were at record levels throughout the United States. The post war tourist received much less for his tourist dollar than pre-war, the cost-of-living index on the 1935-39 = 100 basis, having averaged 139.1 in the United States during the year.

The volume of Canadian motor traffic to the States has recovered rapidly since the cancellation of gasoline and tire restrictions. Canadian cars which remained abroad over 24 hours totalled 167,197 in 1946 compared with 79,954 in the preceding year up 109 p.c. but were still below pre-war levels, the 1939 total having been tentatively estimated at over 375,000. The average age of the Canadian car in use has increased greatly due to non-production during the war years and deferred obsolescence. Canadian motorists remaining abroad over 24 hours are estimated to have spent some \$16.4 millions during 1946 while the short term motorist expended about \$5.3 million for a total contribution of \$21.7 million by Canadians journeying to the United States by motor car.

The short stay Canadian traffic to the States during 1946 increased by some 479,000 cars or 44.7 p.c. over 1945 and totalled 1,550,694 with significant gains at Fort Erie, Niagara Falls and Windsor. Canadian travellers returning from the United States by train aggregated 592,600 during the year with a heavy volume in the first and third quarters. Average expenditures were heavy particularly for those returning in the first four months and total expenditures by this group were nearly \$50 million compared with about \$39.4 millions in 1945.

Tourists returning to Canada by long distance bus were considerable at over 442,000 with the heavy movement in the summer months and their expenditures are estimated to have exceeded \$28 million, an increase of some \$11½ million over 1945.

Canadians returning from the United States by air rose in number from 35,589 in 1945 to 63,608 in the year under review and are many times the pre-war traffic when fewer services by air existed. These air passengers represent on the average a heavy spending clientele and probably expended in the neighbourhood of \$9 million in the United States during 1946, double the preceding year.

Tourists using boat services to the United States exceeded 100,800 during 1946 and expended about \$3.2 million. While the number of passengers registered a minor gain over 1945, average expenditures were considerably larger.

The number of Canadians in the group "Other Travellers", making short visits to American soil surpassed the volume of such travel to Canada by Americans and reached the surprising total 7,725,000 during 1946 compared with about 5 million short visits by their American cousins. This international movement attains huge proportions at Windsor, St. Stephen, Niagara Falls, Fort Erie and at other ports adjacent to American towns and cities. The average amount of money spent on these short visits however is relatively small but in the aggregate totalled over \$19 million during the year compared with \$11 million in 1945. Expenditures by Canadian travellers on U.S. merchandise were much greater in 1946 than in preceding years, the amounts declared under the \$100 exemption privilege extended to tourists totalled \$9,122,000 compared with only about \$2 million in 1945 and \$9 million in 1939. Radios, tires and tubes, automobile accessories, boots and shoes, clothing and furniture and household appliances were the main items and such imports were increasing in the latter part of the year.

The grand total number of all Canadians returning from the United States during 1946 reached 13,900,000 compared with total American entries of about 21,100,000 - a creditable showing for a nation of over 12 $\frac{1}{4}$ million souls compared with a neighbour peopled by over 140 million. We must sell more Americans the idea of visiting us oftener.

The U.S. Dept. of Commerce estimates that U.S. tourists spent \$430 million in foreign countries during 1946, nearly half of it in Canada. Foreigner visitors were estimated to have spent about \$218 millions in U.S. currency in travel to the United States, of which Canadians in turn accounted for about half. Total U.S. expenditures of \$430 million in 1946 on all foreign travel compare with \$483 million in 1929 and \$348 million in 1937. In view of the great increase in net personal income of U.S. citizens and in their expenditures on consumers goods and services (as illustrated in Page 47 of this report) it is apparent that American expenditures on foreign travel might well be expected to be much greater, particularly in Canada.

REVISED ESTIMATES OF TOURIST EXPENDITURES, 1945 AND PRELIMINARY 1946.

Revised estimates of international travel expenditures in the year 1945 indicate that Canadians spent nearly \$82,000,000 on ten and a half million visits to other countries, while persons from other countries spent about \$166,000,000 on over 17 and a quarter million entries into this country. When compared with corresponding data for the year 1944 the number of Canadian trips abroad shows an increase of 26 p.c. and the number of foreign entries an increase of over 37 p.c., while Canadian expenditures abroad have risen by 40 p.c. and foreign expenditures in Canada have risen by 37 p.c. in the same comparison.

Although the movement of Canadians abroad had not yet regained pre-war levels in 1945, it represented nearly 38 p.c. of the combined movement of all persons into and out of Canada, approaching the proportion of 41 p.c. which it represented in 1939. Under the influence of wartime restrictions, Canadian travel to other countries had receded to 22 p.c. of the combined movement in the year 1941. The number of foreign travellers entering Canada reached its wartime low in 1943, but has shown an encouraging increase in each successive year.

In the summary expenditure tables Nos. 2 and 3, revised statistics are given for the year 1945, with preliminary statistics for 1946, as well as comparable data back to 1940.

Table 2 - Expenditures of Foreign Travellers in Canada 1940-1946
(Millions of Canadian Dollars)

1. Travellers from the United States

Means of Travel:	1940	1941	1942	1943	1944	1945	1946(x)
(a) Automobile	49.5	54.0	26.0	17.0	24.4	56.9	95.9
(b) Rail	26.5	28.0	32.0	49.0	67.2	64.3	61.8
(c) Boat	6.0	7.0	4.0	6.0	7.9	13.0	16.2
(d) Bus (Exclusive of local bus.)	5.7	7.0	6.0	5.0	6.5	12.9	16.0
(e) Airplane	1.3	3.0	3.0	3.0	3.2	5.6	10.3
(f) Other (pedestrians, local bus, etc.)	9.0	8.0	8.0	7.0	7.5	10.6	14.0
TOTAL, U.S.A.	98.0	107.0	79.0	87.0	116.6	163.3	214.2

2. Travellers from Overseas Countries
(Including Newfoundland)

7.0	4.0	2.9	2.5	2.9	3.0	6.6
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TOTAL, All Countries ... 105.0 111.0 81.9 89.5 119.5 166.3 220.8

(x) Data for 1946 are subject to revision.

Table 3 - Expenditures of Canadian Travellers in Foreign Countries 1940 - 1946
(Millions of Canadian Dollars)

1. Travellers to the United States

Means of Travel:	1940	1941	1942	1943	1944	1945	1946(x)
(a) Automobile	10.3	3.8	2.6	1.9	3.8	7.5	21.7
(b) Train	20.0	8.5	13.9	22.0	33.1	39.4	49.6
(c) Boat	1.2	0.7	0.5	0.7	1.1	1.8	3.2
(d) Bus (Exclusive of local bus)	3.2	1.5	2.6	3.2	8.7	17.0	28.5
(e) Airplane	0.6	1.2	1.1	1.2	2.4	4.1	8.8
(f) Other (Pedestrians, local bus, etc.)	4.5	2.6	3.7	4.7	7.9	11.0	19.2
TOTAL, U.S.A.	39.8	18.3	24.4	33.7	57.1	80.9	131.0

2. Travellers to Overseas Countries
(Including Newfoundland)

2.6	2.7	3.3	3.5	2.8	2.0	4.4
-----	-----	-----	-----	-----	-----	-----

TOTAL, All Countries. 42.4 21.0 27.7 37.2 59.9 82.9 135.4

(x) Data for 1946 are subject to revision.

OVERSEAS TRAVEL IN 1945 - 46.

One of the first casualties of the war was the overseas tourist and due to the great losses in passenger shipping and present currency difficulties, this type of visitor is the slowest to re-establish the pre-war volume of interflow between nations. Overseas touring for pleasure practically ceased to exist during the war years and entries to Canada were confined to visitors from Newfoundland and those arriving on priorities by steamships or plane usually on official business or as temporary refugees.

During 1945 some minor recovery was evident following the end of hostilities, but arrivals were mostly business and governmental officials seeking to re-establish contacts in Canada. The movement from Newfoundland however was more of a tourist nature. Expenditures for the year were about \$3 millions on overseas account. During 1946 a gratifying increase was noted in the number of visitors from the United Kingdom and some continental countries despite the rather strict limitation on funds available for overseas travel. Receipts from overseas visitors and Newfoundlanders during 1946 are estimated to have been about \$7 millions compared with the high of \$17 million in 1937. With increased immigration to Canada from Europe, in addition to the millions of friends which our forces have made, the potential of overseas travel to Canada is large and should resume or surpass pre-war levels once currency & other conditions regain normality and shipping accomodation is available. The re-establishment of world trade and prosperity is a pre-requisite to the free interflow of a great tide of tourists.

Tourists entering Canada directly from Newfoundland in 1946 numbered 15,738 while some 11,562 visitors came from overseas, 5,975 entering through Canadian Ports and an estimated 5,887 via American seaports enroute to Canada. The total of the above entries was about 27,300 compared with 18,559 in 1945. Some 83 different countries and colonies were represented among the arrivals from overseas at Canadian sea and air ports and via U.S. ports during the year. The United Kingdom supplied over 40 p.c. of the overseas tourists to Canada and total British Commonwealth entries represented two-thirds of all overseas arrivals. The number of tourist arrivals from European countries was about 1,100, exclusive of U.K. Over 600 came from Australia and New Zealand despite limited sailings. Plans are well under way for much improved steamship service from 1947 on to all ports of the Pacific as well as to other continents. International air services will also be increased and extended.

Canadians did not evince much interest in pleasure travel to overseas countries during the year other than to Bermuda, South America and the Caribbean as steamship and air accomodation was limited and while passage might be assured outward there was considerable uncertainty about the availability of accomodation for a return trip. Most travel from the United Kingdom and Europe was on a priority basis involving returning troops, war brides and other important personages on official or commercial business. The overseas tourist was not yet welcomed due to lack of proper facilities.

Expenditures of Canadians on overseas travel during 1946, including trips to Newfoundland are estimated to have been in the neighbourhood of only \$4 million compared with a pre-war average of over \$18 million per annum during the thirties.

TRAVEL TO CANADA FROM THE UNITED STATES IN 1945.

Reflecting the close social and economic ties which link the United States and Canada, is the striking numerical predominance of short-stay travellers in the total volume of American entries into Canada. It is essential to those concerned with the tourist industry that a sharp delineation be shown between those who come to Canada for brief stays and usually do not require over-night accommodation, and the cream of the tourist trade who spend, on the average, a number of days in our midst.

In the table (4) which follows, total U. S. entries for the year 1945 of some 17,200,000 are analyzed as to Short Term Traffic and Long Term Traffic according to mode of travel into Canada. In this way the total of over 17 million visits is not as formidable as would first appear. Nearly 86 p. c. of this vast international movement is revealed as remaining less than 48 hours within our borders and their expenditures per capita are relatively small. Much of the short term traffic consists of local, repeat and intransit motorists, and intransit rail and bus passengers, as well as those on foot, local bus and taxis or motorcycles and bicycles. Variations in the United States or Canadian supply and demand of certain commodities stimulate this type of travel between border communities and the volume reaches huge proportions annually at such ports as Windsor, Fort Erie, Niagara Falls, St. Stephen, Sarnia, etc.

The summary for 1945 shows that of the grand total of 17,166,006 persons who entered Canada from the United States during the year 14,728,827 or 85.8 p. c. were classified as short term. Local and repeat motor traffic accounted for nearly 8 million entries, while passengers carried across Southern Ontario by American railways and buses numbered some 1,220,000. Automobiles entering for stays of a day or two contributed about 1,580,000 persons to the total, more than double the 1944 volume. Other travellers by foot, local buses, taxis, etc., were impressive at 3,940,000.

The most important visitor to Canada is necessarily the longer term tourist, both as to expenditure and call upon accommodation and tourist services. Although the proportion of total inward traffic represented by tourists remaining three days and over in Canada was only 14.2 p. c. of total entries, this group forms the backbone of our tourist industry and contributes some 82.5 p. c. of all visitor expenditures by U. S. nationals in Canada. The total number of long term entries in 1945 was over 2,437,000 and compares with about 1,818,000 in 1944. The largest percentage of tourists remaining for some time in Canada came by automobile in 1945, reversing the wartime predominance of rail entries and restoring pre-war relationships. Net tourist entries by train were still considerable at nearly 796,000 and far exceed 1939 levels. International bus lines have demonstrated a remarkable growth as carriers of tourists to Canada in the last decade, and over 211,400 entered by this means of transport in 1945 compared with 156,600 in 1944. The airplane continues to find increasing favor with tourists, some 59,182 coming to Canada by air in 1945 compared with 42,747 in 1944. The airplane provides a convenient means of extending the holiday in Canada and making easily accessible the thousands of backwood lakes rarely visited by man. Tourists coming by boat, mainly through British Columbia and Ontario ports numbered nearly 324,000 in 1945 compared with 280,300 in 1944.

The grand total of expenditures by American travellers to Canada in 1945 are estimated at \$163.4 millions, a splendid increase of some \$47 millions over 1944. While short term visitors accounted for 85.8 p. c. of the total number of entries, their expenditures were limited to \$28,592,000 or 17.5 p. c. of total expenditure by all U. S. tourists. On the other hand, the all-important long term travellers while contributing but 14.2 p. c. of the number of total entries, expended some \$134,762,000 or 82.5 p. c. of all American tourist expenditure in Canada during the year.

Table 4 - Expenditures of United States Travellers to Canada, 1945
by Length of Stay

Mode of Travel	Number of Persons	% of Grand Total	Expenditures \$	% of Grand Total
<u>Short Term Traffic</u>				
Auto:Local Traffic	6,073,751	35.38	10,434,170	6.39
Repeat	1,896,290	11.04	-	-
Tourist 1-Day	1,154,515	6.73	3,538,373	2.17
Tourist 2-Day	424,355	2.47	3,109,696	1.90
Commuters	2,813	.02	461,715	.28
Local (Permit)	9,465	.06	345,435	.21
Rail (in transit)	1,169,220	6.81	-	-
Bus (in transit)	50,220	.29	100,440	.06
Airplane (in transit) ..	8,140	.05	16,280	.01
Other travellers	3,940,058	22.95	10,585,591	6.48
TOTAL	14,728,827	85.80	28,591,700	17.50
<u>Long Term Traffic</u>				
Auto:Tourists 3-day and over ..	1,027,199	5.98	34,904,763	21.37
Summer Residents ..	19,721	.12	4,124,689	2.53
Rail	795,848	4.64	64,316,278	39.37
Bus	211,443	1.23	12,838,828	7.86
Airplane	59,182	.34	5,582,717	3.42
Boat	323,786	1.89	12,994,901	7.95
TOTAL	2,437,179	14.20	134,762,176	82.50
GRAND TOTAL	17,166,006	100.00	163,355,876	100.00

AVERAGE EXPENDITURE PER U. S. TOURIST CAR ENTERING CANADA DURING 1945.

A summary of the 854,000 Travellers Vehicle Permits or E-50 forms issued to tourist cars entering Canada during 1945 reveals that over 659,200 cars or 77.2 p. c. reported their expenditures while in Canada. This excellent response freely given by American motorists serves as the basis for estimating total and average expenditure by province of entry. It is noted that the average amount of money expended per car has been increasing steadily year by year in each province since 1942 and that the rate of increase is much greater on the average than the advance in touring costs in Canada under price control. The upward trend is due in part to wartime restrictions on extended motor travel and shorter stays in 1942, 1943 and 1944 occasioned by the intense concentration on war production during those years as well as the postponement of holidays. The striking advances in average expenditure in 1945 over 1944 reflect the advent of peace, the lifting of gasoline rationing and the high level of prosperity in the United States. Another factor which encouraged this increase was the fact that the American tourist received more for his dollar while on a visit to Canada.

Average expenditure per car touring in the Maritimes rose some 60 p. c. in 1945 over the preceding year, while tourist cars leaving the province of Quebec spent nearly \$54 each, an increase of over \$20.60 from the 1944 average of \$33.13. Expenditures per car in the Maritimes and Quebec suffered drastic curtailment during the war years due to their longer distance from centers of U. S. population but 1945 averages compare favorably with pre-war experience. Average expenditures on cars touring in Ontario rose 9.5 p. c. in 1945 over that of the preceding year and at about \$45. exerted a downward influence on the Dominion average since the bulk of E-50 travel or over 60 p. c. is normally into that province. Ontario with its close proximity to large centers across the border receives a considerable part of the shorter term tourist cars that visit Canada for extended week ends or for two or three days enroute between Detroit and Buffalo. Expenditures per car registered gratifying increases throughout the Prairie Provinces during 1945 and restored pre-war levels. The Manitoba average increased over \$17½ to nearly \$83., while Saskatchewan rose about 40 p. c. at \$70.20. Alberta had the highest average expenditure per car of any province at nearly \$147, an advance of \$27 per car over 1944. This is due in part to the greater distances of Alberta's cities from the U. S. border and the beginning of civilian travel on the Alaskan Highway which usually enters and leaves by Alberta ports.

Average expenditures per car which had remained practically unchanged in British Columbia in 1943 and 1944 rose sharply to \$84.14 in 1945, an increase of 29 p. c. or about \$16.50 over 1943-44 levels.

Heavily weighted by the volume of E-50 traffic into Ontario, the Dominion average at \$50.04 per car was up 19.5 p. c. or about \$8 over the 1944 figure and compares favorably with pre-war experience.

A division of the Travellers Vehicle or Permit class of motorist, Table 6, reveals that average expenditure in all four groups registered encouraging increases over 1944. The straight tourist class, as mentioned above, recorded an average increase of about \$8 per car, whereas those on "commuters" permits rose from \$270.56 to \$391.50, indicating a greater volume of shopping in Canada by this group. Expenditures of "summer residents" which had fallen sharply during the war rebounded almost to pre-war stature at about \$447, an average increase of about \$158 over 1944 when the numbers per family summering in Canada were less due to pre-occupation with the war and war production. Motorists with "local" tourist permits reported average expenditures of \$80.42 in 1945 as against \$57.75

in 1944, and were nearly double 1941 averages. Local "E-50" permits are issued to Americans whose business requires them to make frequent short trips to Canada. Total expenditures are reported only for the term of the permit.

Table 5-Average Expenditures per car of motorists of the "Tourist" category entering Canada with Traveller's Vehicle Permits, by province of exit, 1942 - 1945

	<u>1942</u>	<u>1943</u>	<u>1944</u>	<u>1945</u>
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>
Maritimes	31.02	31.66	36.96	58.85
Quebec	27.61	30.49	33.13	53.76
Ontario	31.30	40.38	40.94	44.93
Manitoba	50.61	47.96	65.35	82.91
Saskatchewan	41.92	45.57	51.21	70.20
Alberta	65.70	81.26	119.64	146.78
British Columbia	41.56	57.37	57.66	84.14
Total Canada	32.47	40.37	41.97	50.04

Table 6-Average Expenditures Per Car of E-50 Permit Class 1942 - 1945

<u>Type of E-50 Permit</u>	<u>1942</u>	<u>1943</u>	<u>1944</u>	<u>1945</u>
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>
Tourists	32.47	40.37	41.97	50.04
Commuters	207.14	258.53	270.56	391.50
Summer Residents	353.84	329.40	289.01	446.82
Locals	53.55	65.78	57.75	80.42

LENGTH OF STAY AND EXPENDITURES OF U. S. MOTORISTS ENTERING CANADA ON TRAVELLERS VEHICLE PERMITS DURING 1945.

To those concerned with accommodation of the motoring tourist, it is important to know the general pattern or behaviour of this type of traffic. In tables 7 and 8, motoring permits are analyzed by length of stay, number of cars, average persons per car and total persons, number of car days, average expenditure per car and per day and per person, as well as total expenditures in each individual days-stay group. Percentages are also given of the contribution of each class to the Dominion total.

Statistics for 1945 when compared with the preceding year indicate a minor decline in the average length of stay occasioned by a doubling in the volume of the one and two-day classes over 1944. Average expenditures per car rose from \$41.77 in 1944 to \$48.28 in the year under review, and total expenditures are estimated at over \$40.5 million as against \$17.8 in 1944. Average number of persons per car advanced from 3.05 to 3.10, while average expenditure per person per day rose from \$2.72 in 1944 to \$3.43, an increase of over 25 p. c. and far in excess of the advance in the Canadian cost of living index which was confined to less than 1 p.c.

During 1945 the number of permits begins at a peak in the one-day class representing nearly 42 p. c. of the total entries, and declines precipitately as the length of stay increases. Expenditures of the one-day group, however, aggregate but 8.7 p. c. of total expenditures and considerable of this traffic reflects the intransit movement across Southern Ontario, as illustrated in table 11

The two-day permit class comprises 16.8 p. c. of total entries and contributes about 7.7 p. c. of expenditures. Reflecting the relatively high expenditure "week end" trips, motorists remaining three days account for 10.8 p. c. of the traffic and 10.7 p. c. of expenditure. This is the highest expenditure group, averaging \$15.92 per car per day. Analyzing length of stay on a weekly basis it is observed that some 82.9 p. c. of automobile tourists remain in Canada less than one week, while about 11.2 p. c. return after a stay of less than two weeks and more than one. Stays of between two and three weeks represent 3.2 p. c. of total entries, so that roughly 97 p. c. of motoring tourists remain three weeks or less on their visit to Canada. This distribution conforms to the holiday pattern of American business and industry where the great bulk of employees are granted up to two weeks holidays with pay.

The trend of total estimated expenditures displays independent characteristics and after reaching a maximum for the three-day class declines less sharply day by day than the number of permits due to the higher total expenditures of longer stay vehicles. Expenditures on a weekly basis indicate that in the first week 52.8 p.c. of the grand total are contributed and 24.4 p. c. within the stay period of from 8 to 14 days, while the two to three week class aggregate 8.5 p. c. of the total. Thus while accounting for 97 p. c. of total entries permit motorists returning within the three-week period contribute but 85.6 p. c. of the expenditure.

It would appear that while the average stay of the motoring tourist is not long, the turnover is tremendous and we must possess accommodation for an immense concentration of visits within a relatively short space of 12 weeks in the summer months.

Average expenditure per car per day in the one day class is at a relatively low figure since it does not usually involve accommodation. Expenditure reaches a maximum for the three day traffic. A gradual decline in average expenditure per day is in evidence as the length of stay increases and recedes to an average of \$3.21 per day for cars remaining longer than three months, whose occupants may be presumed to have lived in cottages or visited with relatives.

The average number of persons per car, including the driver, is at a maximum in the one-day class and has the general tendency to decline with the length of stay. The average number of passengers for all permits is 3.1. However, intermediate peaks are observed at the 8-day, 15-day and 22-day marks which indicate by their contra-trend averages, the visits of tourists on fixed holidays. This pattern is confirmed in average expenditure person per car where the lows at the 8 and 15 day periods suggest the presence of a larger than normal number of children or family groups.

To summarize, there were nearly 840,000 tourist permits issued to foreign cars carrying some 2,606,000 persons to Canada in 1945. This huge number of motorists spent over \$40.5 million during an average stay per car of about 5 days, while average expenditures per car were placed at \$48.28 or \$9.59 per day. On a daily basis each motoring tourist represented an expenditure of \$3.42 for every day he remained in Canada.

Table 8 - Number of and Expenditures by United States Motorists (Tourist Class) Entering on Traveller's Vehicle Permits, by Length of Stay in Canada, Calendar Year 1945

Days' Stay	Number of Permits	% of Total Permits	Average Expenditure per car	Estimated Expenditures	% of Total Expenditures	Number of Car-Days	Average Expenditure per car per day
			\$	\$			\$
1	350,799	41.77	10.09	3,538,373	8.73	350,799	10.09
2	141,260	16.82	22.01	3,109,696	7.67	282,520	11.01
3	90,813	10.81	47.76	4,337,229	10.70	272,439	15.92
4	53,900	6.42	62.76	3,382,764	8.34	215,600	15.69
5	35,191	4.19	75.10	2,642,844	6.52	175,955	15.02
6	24,558	2.92	88.42	2,171,418	5.36	147,348	14.74
7	22,330	2.66	99.13	2,215,573	5.46	156,310	14.16
8	24,749	2.95	106.90	2,645,668	6.52	197,992	13.36
9	15,770	1.88	116.56	1,858,151	4.55	141,930	12.95
10	10,670	1.27	128.62	1,372,375	3.38	106,700	12.86
11	7,839	.93	136.59	1,070,729	2.64	86,229	12.42
12	6,808	.80	141.12	960,745	2.37	81,696	11.76
13	6,377	.76	151.11	963,628	2.38	82,901	11.62
14	6,738	.80	154.07	1,038,124	2.56	94,332	11.01
15	7,530	.90	153.80	1,158,114	2.86	112,950	10.25
16	4,468	.53	160.61	717,605	1.77	71,488	10.04
17	2,808	.33	175.94	494,040	1.22	47,736	10.35
18	1,881	.22	174.37	327,990	.81	33,858	9.69
19	1,488	.18	191.95	285,046	.71	28,215	10.10
20	1,231	.15	184.17	226,713	.56	24,620	9.21
21	1,183	.14	189.46	224,131	.55	24,843	9.02
22	1,194	.14	197.38	235,671	.58	26,268	8.97
23	847	.10	183.91	155,772	.38	19,481	8.00
24	697	.08	193.05	134,556	.33	16,728	8.04
25	667	.08	177.52	118,406	.29	16,675	7.10
26	565	.07	208.33	117,706	.29	14,690	8.01
27	513	.06	235.45	120,786	.30	13,851	8.72
28	491	.06	193.26	94,891	.23	13,748	6.90
29	558	.07	217.43	121,326	.30	16,182	7.50
30	548	.06	183.73	100,684	.25	16,440	6.12
31-40	4,236	.50	164.78	698,008	1.72	146,116	4.78
41-50	1,811	.22	225.61	408,580	1.01	81,632	5.01
51-60	1,481	.18	238.41	353,085	.87	82,438	4.28
61-70	1,475	.18	244.99	361,360	.89	95,416	3.79
71-80	822	.10	291.98	240,008	.59	61,823	3.88
81-90	622	.07	330.47	205,552	.51	53,035	3.88
91-100	561	.07	346.04	194,128	.48	53,461	3.63
101-125	974	.12	383.69	373,714	.92	110,011	3.40
126-150	751	.09	463.69	348,231	.86	103,224	3.37
151-175	759	.09	526.16	399,355	.98	123,720	3.23
176-365	1,914	.23	546.48	1,045,963	2.58	428,295	2.44
Totals	839,874	100.00	48.28	40,546,738	100.00	4,229,695	9.59
Av. length of stay						Per car	5.04 days

N.B. The above data derived from averages for the Dominion for periods of three days and over rather than for each Province, are slightly different from those calculated from Provincial averages.

Table 9 - Number of and Expenditures by United States Motorists (Tourist Class) Entering on Traveller's Vehicle Permits by Length of Stay in Canada, Calendar Year 1945

Days' Stay	Average persons per car	Total persons	Number of Person-Day	Average Expenditure per person per day
				\$
1	3.29	1,154,515	1,154,515	3.06
2	3.00	424,355	848,710	3.66
3	2.98	270,427	811,281	5.35
4	2.93	157,797	631,188	5.36
5	2.90	102,041	510,205	5.18
6	2.91	71,390	428,340	5.07
7	3.04	67,784	474,488	4.67
8	3.19	78,905	631,240	4.19
9	3.06	48,274	434,466	4.23
10	2.97	31,692	316,920	4.33
11	2.95	23,099	254,089	4.21
12	2.96	20,128	241,556	3.98
13	3.03	19,337	251,381	3.83
14	3.09	20,819	291,466	3.56
15	3.16	23,774	356,610	3.25
16	2.98	13,301	212,816	3.37
17	2.82	7,923	134,691	3.67
18	2.76	5,200	93,600	3.50
19	2.70	4,004	76,076	3.75
20	2.79	3,431	68,620	3.30
21	2.71	3,205	67,305	3.33
22	2.79	3,334	73,348	3.21
23	2.72	2,306	53,038	2.94
24	2.61	1,818	43,632	3.08
25	2.57	1,713	42,825	2.76
26	2.46	1,391	36,166	3.25
27	2.53	1,296	34,992	3.45
28	2.69	1,323	37,044	2.56
29	2.62	1,462	42,398	2.86
30	2.68	1,468	44,040	2.29
31-40	2.79	11,825	407,251	1.71
41-50	2.58	4,670	210,441	1.94
51-60	2.50	3,701	205,984	1.71
61-70	2.55	3,766	243,164	1.49
71-80	2.46	2,020	152,035	1.58
81-90	2.42	1,507	128,474	1.60
91-100	2.30	1,292	122,864	1.58
101-125	2.35	2,285	257,974	1.45
126-150	2.25	1,687	231,556	1.50
151-175	2.09	1,590	259,216	1.54
176-365	2.20	4,214	948,728	1.10
Totals	3.10	2,606,069	11,864,713 Per person 4.55 days.	3.42

PERMIT CARS BY U. S. STATE OF REGISTRATION AND COUNTRY.

The considerable rebound in 1945 from 1942 to 1944 levels in automobile tourist traffic from the United States is illustrated in Table 9, giving a summary of the State registration of American automobiles which entered Canada for touring purposes in the years 1939 - 1945. While pre-war volume was not restored until 1946, the following table is interesting as an intermediate point in the recovery and as a guide to those concerned with the promotion of our tourist industry in the concentration of advertising, the directional flow of the traffic and so on.

The full impact of the war was not apparent on U. S. automobile traffic into Canada until the attack on Pearl Harbour and the subsequent travel restrictions, coupled with America's concentration on the business of a multi-front war. Thus, the volume of entries in 1943 had shrunk to about $\frac{1}{4}$ of the 1941 level and about 22 p. c. of pre-war experience. Although a considerable number of motorists turned to train, bus, boat and plane for transport to Canada during the war years, the loss in tourist revenue was substantial. Restrictions on Canadian travel expenditures in the United States, however, prevented the net revenue from travel from declining as sharply as American expenditures in Canada.

Those states which are adjacent to Canada supply the bulk of the tourists by automobile and reflect both the presence of former Canadians there and the closer ties and interests which exist between neighbouring communities. A knowledge of Canada seems to have penetrated only so far into the United States and visits appear to decrease with distance from the border and not in relation to the number of cars registered by States. Although the presence of thousands of U. S. troops on our soil during the war may have dispelled some of the lack of knowledge about Canada, there appears to be a thickening wall of unawareness as we proceed southward - a challenge to educational authorities and those concerned with publicising Canada. While distance and time available are often the determining factors in automobile touring, they are not so important as previously, due to more and better roads, faster cars, larger average incomes and longer holiday policies in the U. S. and so on. There are an estimated 5,000,000 persons in the United States whose roots or connections extend back to Canada. They represent a great tourist potential.

For convenient analysis, states have been grouped roughly by regions. Thus, the North-Eastern States have contributed an average of half of all automobile tourists to Canada over the past seven years, with the State of New York the heaviest contributor in this area sending 232,528 cars in 1945 compared with about 136,000 in 1944. A healthy improvement in entries from this region is shown in preliminary figures for 1946.

The Great Lakes group of States normally supplies about one-third of the permit class automobile tourists, with the State of Michigan originating nearly two-thirds of the regional total. Entries from the Great Lakes States were more than double 1944 totals in 1945 at 292,153 cars and exceeded 1940 levels.

The North-Western border states comprising Minnesota, North Dakota and Montana showed encouraging gains in 1945 over 1944 at 19,526 entries up 112 p.c. and contributing 2.3 p. c. of the national volume. Reflecting high levels of agricultural prosperity in the middle west, preliminary results for 1946 indicate further good gains in traffic from this region.

Traffic from the West Coast States displayed excellent recovery in 1945 at 104,121 cars, more than double 1944 levels and the highest since 1939, contributing 12.2 p. c. of the national total. Splendid increases were showing in the number of cars from California over the preceding year.

The remainder of the states not adjacent to the International Border or not listed in the table, normally contribute about 5 p. c. of the flow of tourist cars during a year. This residual was most sensitive to wartime conditions of travel and registered a larger percentage decline relative to total entries than for those states more happily situated to the Canadian border. Whereas in 1939 some 71,000 cars had entered Canada as tourists from States some distance from the Boundary, only 9,000 such cars arrived in 1944 and improved to 22,603 in 1945 to furnish 2.6 p. c. of the total volume entering Canada.

It is significant that in 1945 three large neighbouring states - New York, Michigan and Washington continued to send some 64 p. c. of the total number of automobile tourists to Canada. On the basis of passenger car registrations by States there are roughly 2.5 million in California, 2 million in the State of New York, 1.7 million in Ohio, 1.4 million in Michigan, 1.6 million in Pennsylvania, 1.5 million in Illinois and some 510,000 in the State of Washington. There are many states adjacent to Canada whose number of passenger car registrations would suggest that a greater volume should appear as tourists to Canada. Ohio, for example with over 1,700,000 passenger cars contributed but 47,000 in 1945 to the permit entry class, Illinois with 1,500,000 potential tourist cars sent but 9,800 during 1945, New Jersey with 900,000 only 8,700, Indiana with 825,000 only 5,200, Wisconsin with 700,000 passenger cars but 3,500 and California boasting over 2,500,000 cars sent 10,600, indicating that the potential has only been scratched, despite the fact that tourist car entries recovered to new record levels in 1946.

Entries of foreign tourist cars from overseas and Central America which averaged about 1,000 cars per year pre-war have not yet begun to arrive in any substantial numbers due to lack of shipping accommodation and other disruptions caused by the war.

Table 9 - Number of Foreign Automobiles (Permit Class⁽¹⁾) Arrivals in Canada, 1939-1945, by U.S. Federal States or Countries of Registration, tabulated by Groups of U.S. Federal States according to Volume of Traffic.

	1939	1940	1941	1942	1943	1944	1945
<u>NORTH EASTERN STATES</u>							
New York	315,374	250,441	290,885	146,372	92,302	135,966	232,528
Maine	60,441	46,707	39,883	25,485	17,617	25,801	38,938
Vermont	78,624	61,505	56,526	33,851	20,064	31,035	45,897
Massachusetts	56,421	44,067	60,001	10,921	7,012	10,175	30,447
Pennsylvania	51,562	41,024	59,761	17,646	7,369	12,664	32,657
Connecticut	18,118	13,225	21,878	5,129	2,588	4,358	11,868
New Jersey	25,885	19,652	25,530	3,406	1,273	2,253	8,714
Rhode Island	8,833	6,315	9,154	1,567	857	1,683	5,061
New Hampshire	14,139	10,661	15,208	5,634	3,325	5,188	9,645
	629,397	493,597	578,826	250,011	152,407	229,123	415,755
% of Volume	49.6	51.2	50.2	50.2	52.9	52.1	48.7
<u>GREAT LAKE STATES</u>							
Ohio	65,457	47,108	69,580	24,284	8,535	15,071	46,980
Michigan	269,419	187,108	253,552	121,335	72,823	122,844	226,593
Illinois	44,301	30,078	34,854	8,851	1,754	2,465	9,814
Indiana	14,496	9,928	14,247	4,321	1,117	1,638	5,245
Wisconsin	13,894	9,820	10,792	2,965	850	806	3,521
	407,567	284,042	383,025	161,756	85,079	142,824	292,153
% of Volume	32.1	29.5	33.2	32.5	29.6	32.5	34.2
<u>NORTH WESTERN INLAND BORDER STATES</u>							
Minnesota	23,888	19,774	16,104	6,715	2,114	2,965	8,408
North Dakota	11,390	8,493	7,228	4,568	3,022	4,132	7,412
Montana	7,531	7,240	7,393	3,026	1,677	2,109	3,706
	42,809	35,507	30,725	14,309	6,813	9,206	19,526
% of Volume	3.4	3.7	2.7	2.9	2.4	2.1	2.3
<u>WEST COAST STATES</u>							
Washington	81,716	66,642	62,025	47,548	33,816	45,265	87,059
Oregon	7,648	7,170	7,527	3,643	1,290	1,676	6,414
California	29,177	25,107	26,960	4,385	1,766	2,569	10,648
	118,541	98,919	96,512	55,576	36,872	49,510	104,121
% of Volume	9.3	10.3	8.4	11.1	12.8	11.3	12.2
<u>Remaining FEDERAL STATES and OTHER COUNTRIES (2)</u>							
	71,343	51,615	63,952	16,434	6,622	8,953	22,603
% of Volume	5.6	5.3	5.5	3.3	2.3	2.0	2.6
TOTAL	1,269,657	963,680	1,153,040	498,086	287,793	439,616	854,158

(1) Automobiles entered on Traveller's Vehicle Permits.

(2) See Supplementary Tables "A" and "B".

Supplementary Table 9 "A" - Number of Foreign Automobiles (Permit-Class⁽¹⁾), Arrived in Canada, 1939-1945, by Countries of Registration.

	1939	1940	1941	1942	1943	1944	1945
U.S. Government	-	-	148	1,112	458	1,007	557
U.S. Possessions (2)	580	424	369	131	41	28	91
Newfoundland	27	33	51	6	1	-	-
British West Indies	14	7	1	-	-	-	2
Cuba	80	33	25	2	-	-	1
Mexico	192	71	83	22	3	6	-
Panama	149	106	99	5	-	-	-
Great Britain	97	17	2	-	1	-	-
Aggregate of Others	86	64	110	7	-	-	1
Total	1,225	755	888	1,285	504	1,041	652

(1) Automobiles entered on Traveller's Vehicle Permits.

(2) See Supplementary Table "B".

Supplementary Table 9 "B" - Number of U.S. Automobiles (Permit-Class⁽¹⁾), Arrived in Canada, 1939-1945, from U.S. Possessions.

	1939	1940	1941	1942	1943	1944	1945
Alaska	80	74	93	110	35	27	85
Hawaii	447	318	251	17	6	1	5
Philippines	36	21	16	-	-	-	-
Puerto Rico	15	9	8	3	-	-	-
Others	2	2	1	1	-	-	1
Total	580	424	369	131	41	28	91

(1) Automobiles entered on Traveller's Vehicle Permits.

TOTAL AND AVERAGE EXPENDITURE OF U. S. CARS BY
STATE OF REGISTRATION 1945

To further evaluate the contribution of U. S. tourist cars in Canada, a new table has been prepared for the current edition giving the number of entries on E-50 permits by states, as well as the average expenditure reported per car and the total estimated expenditure by motorists on touring permits for each of the 48 States, the District of Columbia and Other, principally Alaska and U. S. Government Vehicles.

The average reported expenditures per car by state appear to be affected by two factors, namely the per capita income of the state concerned and the distance from the Canadian border. States adjacent to Canada normally have a lower per car expenditure due to the large number of short stay tourists on week-end or statutory holiday visits during the year, while those cars from distant states tend to average longer stays in Canada. When those states which are within easy motoring distance of Canada are eliminated, good correlation between average daily expenditure and average per capita income of state residents is observed.

On an average expenditure basis, figures range from \$115.50 per car from Oregon to \$16.90 for the frugal Vermonter. Cars from California, District of Columbia, Illinois, Minnesota, Nebraska, Ohio, South Dakota, Utah, West Virginia and Wisconsin averaged over \$90 expenditure per car, while neighbouring states like Michigan, New York, Maine, New Hampshire and Vermont averaged well under \$50 per car. The western and coast states with usually longer trips to make within Canada to resorts and cities had larger average expenditures. They are also higher income states and currently quite prosperous.

The estimated total expenditure by state shows New York leading in 1945 with a contribution of nearly \$10.3 million, Michigan second with \$8.5 million, Washington \$6.6 million, Ohio \$4.4 million, Massachusetts \$2.6 million, the state of Pennsylvania \$2.5 million, Maine \$1.2 millions and so on to a low of \$5,445 from Mississippi. Estimated expenditures by state may be related to state population, car registrations, average per capita income by state, etc., by those who wish to pursue further the study of the motoring tourist's contribution by state. As outlined earlier, expenditures by all types of E-50 tourist in Canada during 1946 rose from about \$47 million in 1945 to an estimated \$82 million in 1946.

Table 10 - Average Expenditure in Canada per car during 1945, reported by American Tourist Cars (E-50) (All Classes) according to State of Last Residence. Number of Cars reporting and estimated expenditures by States of motoring tourists.

Canadian Dollars

State	Average Expenditure per car	Total Entries from State	Estimated Total Expen- diture (E-50) by State.
	\$		\$
Alabama	38.70	358	13,855
Arizona	42.00	338	14,196
Arkansas	49.10	208	10,213
California	90.20	10,648	960,450
Colorado	60.40	669	40,408
Connecticut	72.40	11,868	859,243
Delaware	62.10	304	18,878
District of Columbia	90.10	602	54,240
Florida	83.30	2,169	180,678
Georgia	52.10	984	51,266
Idaho	88.80	1,789	158,863
Illinois	90.70	9,814	890,130
Indiana	80.00	5,245	419,600
Iowa	69.00	847	58,443
Kansas	57.20	968	55,370
Kentucky	61.80	752	46,474
Louisiana	53.00	1,353	71,709
Maine	29.60	38,238	1,152,565
Maryland	74.70	1,468	109,660
Massachusetts	84.80	30,447	2,581,906
Michigan	37.60	226,593	8,519,879
Minnesota	90.80	8,408	763,446
Mississippi	45.00	121	5,445
Missouri	62.30	1,567	85,164
Montana	74.20	3,706	274,985
Nebraska	90.40	675	61,020
Nevada	56.80	133	7,554
New Hampshire	43.70	9,645	421,487
New Jersey	82.10	8,714	715,419
New Mexico	72.80	206	14,997
New York	44.10	232,528	10,254,485
North Carolina	50.70	433	21,953
North Dakota	67.50	7,412	500,310
Ohio	92.80	46,980	4,359,744
Oklahoma	85.10	591	50,294
Oregon	115.50	6,414	740,817
Pennsylvania	76.10	32,651	2,485,198
Rhode Island	75.30	5,061	381,093
South Carolina	57.20	338	19,334
South Dakota	92.50	156	14,430
Tennessee	47.10	659	31,039
Texas	55.90	2,147	120,017
Utah	94.60	273	25,826
Vermont	16.90	45,897	775,659
Virginia	87.70	1,290	113,133
Washington	76.00	87,059	6,616,484
West Virginia	97.30	614	59,742
Wisconsin	94.50	3,521	332,735
Wyoming	50.90	139	7,075
Other x	23.10	652	15,061

(x) Principally Alaska and U.S. Govt.

Tourist Automobiles : PORTS OF ENTRY WITH CORRESPONDING PORTS OF EXIT
JUNE TO SEPTEMBER, 1945 and LENGTH OF STAY

When the foreign motorist enters Canada for touring purposes he is issued an E-50 Permit. The original copy is stamped by the port of entry and forwarded to the Bureau of Statistics. When the tourist leaves Canada, the duplicate permit which he has retained is surrendered and stamped by the port of exit. In this manner it is possible by matching and comparing the original and duplicate copies to gauge the directional flow of the tourist automobile traffic which leaves Canada by another port than that of entry.

The summary by ports and by regions which follows covers the principal touring months June to September of 1945. While no detailed information is secured from the motorist as to his route or places visited, it is evident that certain areas and cities likely benefited from his visit. Distinct patterns of behaviour are apparent from the study of ports of entry and exit. Similar studies during the war years reflected the limitations imposed by gasoline and tire restrictions and a comparison of the June to September experience in 1945 with that of 1944, shows a considerable extension in the range of tourist automobile travel within Canada.

Consolidating all entries of tourist cars through St. Lawrence River ports - such as Cornwall, Prescott, Brockville, Lansdowne, etc. - it is noted that among total entries of 39,723 cars in the four months tabulated, some 33,529 or 84.4 p.c. returned to the United States by the same St. Lawrence ports, while 2,745 cars used Quebec ports of exit. On the other hand 3,397 tourist cars journeyed westward into Ontario and the majority or 2,688 left by the Fort Erie - Niagara Falls region, indicating visits to Toronto and other cities enroute. Some 552 cars continued across Southern Ontario to leave by Detroit River ports, compared with only 66 in the same months of 1944. Fifty-nine cars boarded a lake steamer at Toronto and 49 at Cobourg, while another 49 cars continued up to the Sault, compared with only 2 in June - September, 1944.

The port of Cobourg received 364 cars in the months under review, 96 having purchased return tickets. Eighty-four left by St. Lawrence River ports, 167 cars by Fort Erie - Niagara Falls, 5 by Toronto and 6 journeyed westward to the Windsor area.

There were some 237 tourist car entries at Toronto. Of these, 56 left from Toronto, 69 travelled east to leave by St. Lawrence river ports, 71 veered west to circle the end of Lake Ontario and leave at Niagara, while 16 departed through the St. Clair and Detroit River ports.

Displacing the St. Clair - Detroit River ports, the largest volume of tourist cars entering Canada in the selected months of 1945 was through Fort Erie and Niagara Falls with a total of 163,236 compared with 72,513 in 1944. About 82 p.c. or 133,335 cars returned by the same ports compared with 90 p. c. in 1944, indicating the broadening of this type of tourist travel. Over 24,000 cars, many in-transit, drove across the peninsula to leave in the Essex region at Windsor and Sarnia. There were 5,877 cars journeying eastward compared with about 800 in the same months of 1944, and 3,639 of the total left by St. Lawrence River ports. Some 238 cars travelled northward to leave by Sault Ste. Marie as against only 20 in the same period of the preceding year.

The Lake Erie ports, Kingsville, Leamington, Port Dover had 780 entries with 353 returning by steamer from these ports, while 229 left by St. Clair - Detroit River ports and 175 by the Niagara crossings.

The St. Clair - Detroit River ports ran a close second to the Niagara district in the selected months of 1945 with a total volume of 148,925 tourist car entries. Some 81 p. c. of the entries returned to the States by the same ports while 25,563 crossed Southern Ontario to leave at Niagara Falls or Fort Erie. This movement was largely intransit as 12,189 remained only one day and 8,817 two days in Canada. There were 600 cars which crossed Ontario to leave by St. Lawrence River Ports, while 925 cars turned northward to leave through Sault Ste. Marie, compared with 282 in the same months of 1944.

Traffic entering through Sault Ste. Marie was largely on a return basis, 7,491 out of a total entry of 8,469 left Canada by the same port. There were 38 cars that crossed Ontario to leave by St. Lawrence River exits, while 301 departed through Niagara and 553 via Sarnia and Windsor.

As a measure of the interprovincial travel by automobile tourists the table which follows shows that there were 25,037 cars which entered the Maritime provinces in the period June to September, 1945 and some 517 or 2.6 p. c. of the number journeyed north-westward to leave Canada by other provinces; 412 through Quebec ports and 105 by ports in Ontario. This interprovincial movement compares with only 109 in the same months of 1944.

Traffic which entered the province of Quebec reached 85,027 cars, 80,601 of which returned to the United States from that province, 3,884 cars crossed into Ontario, 2,397 to leave by St. Lawrence River ports and 1,487 by ports farther west in Ontario. There were 531 Quebec entries that travelled down into the Maritimes, many after a tour of Gaspé, to return to the States by the New Brunswick border. Ontario entries of 368,336 divided into 362,718 leaving by provincial ports, 5,001 by ports in the province of Quebec, 154 touring down into the Maritimes and 437 travelling west to leave by Manitoba ports. The total volume of interprovincial traffic from Ontario ports of entry at 5,592 cars compares with only 825 in the same 4 months of 1944.

Manitoba welcomed 5,312 tourist cars in the period under review, 4,857 returned to their homes via Manitoba ports, while 381 travelled eastward to leave by Ontario ports, 56 went westward out through Saskatchewan and 12 by Alberta ports.

Saskatchewan had 2,927 tourist car entries, 2,820 returning by provincial outlets, 72 by Manitoba ports and 20 by the Alberta border. The number of cars into Alberta stood at 1,711 and 1,424 of this number returned by Alberta ports, while 4 crossed to Manitoba and 14 to Saskatchewan, the balance or about 284 journeyed through the magnificent Rockies and Selkirks to leave Canada across the British Columbia boundary line.

Eastward travel between British Columbia and the Prairie Provinces reached 412 out of entries of 58,146 cars into the coast province, the balance of 57,716 tourists following the north-south trails.

Summarizing, it is observed that across Canada about 2 tourist cars in every 100 apparently crossed an interprovincial boundary during a visit to Canada in the principal touring months of 1945 to depart from a province other than that of entry. This is a decided improvement over a similar ratio of 1 in every 115 during the same months of 1944. There was relatively little automobile touring of a trans-Canada nature during the months of June to September in 1945. Only 1 intrepid American motorist is shown as having entered by a British Columbia port and leaving by the Maritimes border, while three journeyed across Canada from B. C. to leave by Quebec ports and 22 by Ontario exits. Four motorists entering Alberta left Canada from Ontario. There were twenty cars entering Saskatchewan that crossed Manitoba

to leave by Ontario, two via Quebec ports and 2 continued into the Maritimes. The movement from east to west was also limited. The Trans-Canada Highway has not yet assumed its rightful role as a busy tourist lane between the provinces. The great bulk of the tourist traffic continues to flow north and south. Whether this is the result of natural regional preferences or the effects of provincial tourist publicity, remains a problem for examination. We do not appear to have advanced to the point where the tourist is encouraged to visit more than one province. Perhaps when interprovincial facilities are in better shape the trans-Canada motor tour will become an essential of our own education as well as that of our visitors.

The current analysis, of course, understates the total volume of travel by American cars between the different provinces or between different regions in Ontario since many tourist cars may have entered and left through the same port of a particular province due to its proximity to their home, although during their visit here they may have visited some other region or province than that indicated by port of entry and exit. The comparisons do, however, emphasize the extension of automobile touring in 1945 as compared with the preceding years and indicate that some features of pre-war freedom of movement were re-established during the year. Motorists stayed longer in Canada and covered a greater mileage during their visits. They saw more of Canada and distributed their increased expenditures more widely. Regions farther removed from the border once again benefited from the visits of motoring tourists and this extension was even more manifest in 1946. With a post-war program of road improvement and increased tourist facilities and accommodation, a much greater volume of extensive motor touring within Canada is expected. But it won't fall into our lap like a ripe plum - it must be sought after and encouraged.

Table 11- Number of Foreign Cars entering Canada on Traveller's Vehicle Permits (Tourist Category), during the four months June to September 1945, grouped by ports of entry with corresponding ports of exit, and divided by selected lengths of stay in Canada.

Ports of Entry		Ports of Exit		1 Day	2 Days	3 Days & Over	Total
Section 1. Traffic Within Ontario							
(a) St. Lawrence River Ports							
	Cobourg			3	14	32	49
	Toronto			3	4	52	59
	Fort Erie and Niagara Falls			139	554	1,995	2,688
	Lake Erie Ports			-	-	-	-
	St. Clair and Detroit River Ports			38	178	336	552
	Sault Ste Marie			1	13	35	49
	Total of Above			184	763	2,450	3,397
	St. Lawrence River Ports			10,771	3,641	19,117	33,529
	All Ports in the Province of Quebec			208	636	1,901	2,745
	All Ports in Canada			11,161	5,043	23,519	39,723
(b) Cobourg							
	St. Lawrence River Ports			1	4	79	84
	Toronto			-	-	5	5
	Fort Erie and Niagara Falls			2	1	164	167
	Lake Erie Ports			-	-	-	-
	St. Clair and Detroit River Ports			-	1	5	6
	Sault Ste Marie			-	-	-	-
	Total of Above			3	6	253	262
	Cobourg			-	2	94	96
	All Ports in Canada			4	8	352	364
(c) Toronto							
	St. Lawrence River Ports			1	6	62	69
	Cobourg			-	-	2	2
	Fort Erie and Niagara Falls			1	4	66	71
	Lake Erie Ports			-	-	-	-
	St. Clair and Detroit River Ports			-	-	16	16
	Sault Ste Marie			-	-	-	-
	Total of Above			2	10	146	158
	Toronto			-	2	54	56
	All Ports in Canada			2	13	222	237

Number of Permits issued June to
September by Length of Stay.

Ports of Exit

Ports of Entry

	1 Day	2 Days	3 Days & Over	Total
(d) Port Erie and Niagara Falls	139	869	2,631	3,639
St. Lawrence River Ports				
Cobourg	5	21	138	164
Toronto	3	6	65	74
Lake Erie Ports	2	8	35	45
St. Clair and Detroit River Ports	12,083	8,026	3,969	24,078
Sault Ste Marie	2	18	218	238
Total of Above	12,234	8,948	7,056	28,238
Port Erie and Niagara Falls	52,272	19,237	61,726	133,235
All Ports in Canada	64,539	28,389	70,308	163,236
(e) Lake Erie Ports				
St. Lawrence River Ports	-	1	6	7
Cobourg	-	-	-	-
Toronto	-	-	2	2
Port Erie and Niagara Falls	6	17	152	175
St. Clair and Detroit River Ports	34	37	158	229
Sault Ste Marie	-	-	8	8
Total of Above	40	55	326	421
Lake Erie Ports	5	11	337	353
All Ports in Canada	46	67	667	780
(f) St. Clair and Detroit River Ports				
St. Lawrence River Ports	29	208	363	600
Cobourg	-	-	10	10
Toronto	-	-	3	3
Port Erie and Niagara Falls	12,135	8,559	4,869	25,563
Lake Erie Ports	24	26	79	129
Sault Ste Marie	1	24	900	925
Total of Above	12,189	8,817	6,224	27,230
St. Clair and Detroit River Ports	58,373	13,107	49,520	121,000
All Ports in Canada	70,579	21,961	56,385	148,925

Number of Permits issued June to
September by Length of Stay

Ports of Entry	Ports of Exit	3 Days			Total
		1 Day	2 Days	& Over	
(g) Sault Ste Marie	St. Lawrence River Ports	-	10	28	38
	Cobourg	-	-	1	1
	Toronto	-	-	1	1
	Fort Erie and Niagara Falls	6	27	268	301
	Lake Erie Ports	-	-	1	1
	St. Clair and Detroit River Ports	14	24	515	553
	Total of Above	20	61	814	895
	Sault Ste Marie	1,135	704	5,652	7,491
	All Ports in Canada	1,155	773	6,541	8,469

Section II. Traffic from Ontario
to Other Provinces

St. Lawrence River Ports	All Ports in Quebec	208	636	1,901	2,745
All Ports in Ontario West of Kingston & East of Sault Ste. Marie (Incl. Sault Ste. Marie)	All Ports in Quebec	47	142	2,065	2,254
All Ports in Ontario	All Ports in Quebec	255	778	3,968	5,001
All Ports in Ontario	All Ports in Maritime Provinces	1	5	148	154
All Ports in Ontario	All Ports in Manitoba	8	59	370	437
All Ports in Ontario	All Ports in Maritimes, Quebec and Manitoba	264	842	4,486	5,592
All Ports in Ontario	All Ports in Ontario	148,107	56,500	158,111	362,718
All Ports in Ontario	All Ports in Canada	148,373	57,346	162,617	368,336

Section III. Traffic from the
Maritime Provinces to Central Canada

All Ports in the Maritime Provinces	All Ports in Quebec	20	55	337	412
	All Ports in Ontario	1	5	99	105
	All Ports in Quebec and Ontario	21	60	436	517
	All Ports in the Maritime Provinces	11,048	2,966	10,501	24,515
	All Ports in Canada	11,069	3,027	10,941	25,037

Number of Permits issued June to
September by Length of Stay

Ports of Entry	Ports of Exit	September by Length of Stay			Total
		1 Day	2 Days	3 days & Over	
<u>Section IV. Traffic from Quebec to Other Provinces</u>					
All Ports in Quebec	All Ports in Ontario on the St. Lawrence River	177	514	1,706	2,397
	All Ports in Ontario West of Kingston and East of Sault Ste. Marie (Incl. Sault Ste. Marie)	39	70	1,378	1,487
	All Ports in Ontario	216	584	3,084	3,884
	All Ports in the Maritime Provinces	21	19	491	531
	All Ports in Ontario and the Maritime Provinces	237	603	3,575	4,415
	All Ports in Quebec	32,725	12,998	34,878	80,601
	All Ports in Canada	32,962	13,601	38,464	85,027
<u>Section V. Traffic from Manitoba To Ontario.</u>					
All Ports in Manitoba	All Ports in Ontario	-	17	364	381
	All Ports in Manitoba	941	857	3,059	4,857
	All Ports in Canada	943	880	3,489	5,312
<u>Section VI. Traffic Between the Prairie Provinces</u>					
All Ports in Manitoba	All Ports in Saskatchewan	2	6	48	56
	All Ports in Alberta	-	-	12	12
All Ports in Saskatchewan	All Ports in Saskatchewan & Alberta	2	6	60	68
	All Ports in Manitoba	1	4	67	72
	All Ports in Alberta	1	1	18	20
	All Ports in Manitoba & Alberta	2	5	85	92
	All Ports in Saskatchewan	178	462	2,180	2,820
	All Ports in Canada	180	467	2,280	2,927

Ports of Entry	Ports of Exit	Number of Permits issued June to September by Length of Stay			
		1 Day	2 Days	3 Days & Over	Total
All Ports in Alberta	All Ports in Manitoba	-	-	4	4
	All Ports in Saskatchewan	-	1	13	14
	All Ports in Manitoba & Saskatchewan	-	1	17	18
	All Ports in Alberta	169	221	1,034	1,424
	All Ports in Canada	171	239	1,301	1,711
<u>Section VII. Traffic Between the Prairie Provinces & British Columbia</u>					
All Ports in the Prairie Provinces	All Ports in British Columbia	2	17	265	284
	All Ports in the Prairie Provinces	1,292	1,552	6,335	9,179
	All Ports in Canada	1,294	1,586	7,070	9,950
All Ports in British Columbia	All Ports in the Prairie Provinces	7	12	393	412
	All Ports in British Columbia	15,080	12,064	30,572	57,716
	All Ports in Canada	15,087	12,077	30,982	58,146

INTRANSIT AUTOMOBILE TRAFFIC IN THE YEAR 1945.

A feature of foreign automobile traffic in Canada is the large number of American cars that use the route across Southern Ontario as a short-cut between such centers as Chicago or Detroit and Buffalo, avoiding the longer and more crowded American highways south of Lake Erie. Train, bus, airlines and commercial carriers also favor this route which saves at least 100 miles of travel between the states of New York and Michigan.

While expenditures in Canada by the huge volume of intransit travellers is limited, their passing serves as a medium of advertising Canada and perhaps arouses the desire to holiday here.

In the current study of this movement, the entire year has been covered for the first time and comparability with other years (April - Dec.) while not exact, affords sufficient evidence to indicate that the intransit volume in 1945 was more than double that in 1944 but had not yet regained pre-war or 1941 levels. The decline in intransit traffic as a percentage of total permit entries may in part be due to the drop in automobile registrations from pre-war levels, particularly in the Detroit area and the greater use of train and bus facilities by commercial travellers and the like, in addition to the reduced activities of this class of motorist.

The volume of one and two-day permits between selected ports across Canada totalled 114,151 in 1945 or 13.3 p. c. of the national total of 859,915, and compares with 16 p. c. in 1944 and 39 p. c. in 1941 during the months April to December in those years.

In addition to the intransit traffic across Southern Ontario, which comprised about 92 p. c. of all the intransit volume, there was some movement between Quebec ports, and British Columbia pairs of ports, where the totals indicated a large increase in Quebec during 1945 over 1944, and a minor advance in British Columbia.

Expenditures by motorists remaining only one day while intransit did not involve accommodation and were necessarily low, while those taking two days had much higher per capita outlays.

The intransit traffic between the Quebec ports Glen Sutton and Highwater totalled 7,693 cars during 1945, between Fort Erie and Niagara Falls 30,351, between Windsor and the Niagara exits 49,842, between Sarnia and Fort Erie-Niagara Falls 20,400 cars and between Sarnia and Windsor 3,925. The British Columbia volume reached 1,939 cars, featuring trips between Pacific Highway and Boundary Bay and Carson - Cascade City.

The basis of the intransit travel is the desire to shorten distances, avoid more crowded highways or to take a short jaunt through Canadian territory for pleasure or perhaps do a bit of shopping for scarce foodstuffs, etc. Many would be issued a short term or E-49 permit were they not leaving Canada by a port other than that of entry.

Table 12

Number of One and Two-day Cars (Tourist Class) Travelling on Permit Between Selected
Ports of Entry and Exit
"Calendar Year 1945"

Ports	One-day Cars	Two-day Cars	Total
QUEBEC			
Glen Sutton - Highwater	4,010	(1)	4,010
Highwater - Glen Sutton	3,683	(1)	3,683
Total	7,693	-	7,693
ONTARIO			
Fort Erie - Niagara Falls	18,912	(1)	18,912
Niagara Falls - Fort Erie	11,440	(1)	11,440
Total	30,351	-	30,351
Fort Erie - Windsor	10,890	4,769	15,659
Windsor - Fort Erie	10,784	4,822	15,606
Total	21,674	9,591	31,265
Fort Erie - Sarnia	2,554	1,218	3,772
Sarnia - Fort Erie	2,715	1,132	3,847
Total	5,269	2,350	7,619
Niagara Falls - Windsor	4,849	4,262	9,111
Windsor - Niagara Falls	4,566	4,900	9,466
Total	9,415	9,162	18,577
Niagara Falls - Sarnia	3,573	2,539	6,112
Sarnia - Niagara Falls	3,761	2,908	6,669
Total	7,334	5,447	12,781
Windsor - Sarnia	2,117	(1)	2,117
Sarnia - Windsor	1,808	(1)	1,808
Total	3,925	-	3,925
BRITISH COLUMBIA			
Pacific Highway - Boundary Bay	417	(1)	417
Boundary Bay Pacific Highway	397	(1)	397
Total	814	-	814
Carson - Cascade City	575	(1)	575
Cascade City - Carson	550	(1)	550
Total	1,125	-	1,125
TOTAL (all Ports).	87,601	26,550	114,151
(1) Cannot be considered "in Transit"			
% of Total Permits.	25	19	23

Expenditures of Canadian Tourists in the United States in 1945.

With the end of hostilities, the abandonment of gasoline rationing in August, 1945, and a more generous allowance of American funds for pleasure travel, Canadians re-demonstrated their remarkable propensity for travel to the United States particularly in the last five months of 1945. As a result, expenditures of Canadian tourists to the United States which had been limited to \$57 millions in 1944 rose to a revised total of \$81 million in 1945, an increase of 42 p. c., and four and a half times the controlled low of \$18 million in 1941.

Travel by automobile in the first seven months of 1945 was still on a restricted basis and only 27,721 Canadian cars had remained more than 24 hours in the United States, whereas in the last five months of the year over 52,200 Canadian tourist cars took advantage of the greater freedom of movement following the end of gasoline rationing. Similarly the volume of short term traffic was about 510,000 in the first seven months compared with 562,000 in the remainder of the year. The net result at \$7.5 million was an increase in expenditure by Canadian motorists to the United States of some \$8.7 million in 1945 over 1944, when the total had been \$3.8 million.

Tourist travel by rail to the States continued very active during the year and average expenditures were greater. A net total of 567,888 Canadians journeyed by rail compared with about 560,000 in 1944 and establishing a new record well above the gross re-entries of 409,000 in 1939. Revised expenditures of those travelling by rail were \$39.4 million in 1945 compared with \$33.1 million in the preceding year. Expenditures by rail travellers are affected by expensive winter travel to southern resorts. International bus services continued to carry a good percentage of the longer stay Canadian tourists to the United States and total passengers were 302,000 in 1945 representing 26 p. c. of the tourist group, and compared with some 200,000 in 1944. Expenditures by bus travellers were placed at \$17 million as against \$8.7 million in 1944. The airplane continued to transport a larger number of tourists from Canada to the United States, plane passengers totalling 35,589 in 1945 compared with about 24,400 in 1944 and expenditures of this type of air-minded Canadian were \$4.1 million in the year under review up from \$2.4 million in the preceding year. With the establishment of new international air lines and an increased number of planes available both for private and public use, the tourist by air has become an important factor in modern international travel.

Canadian tourist travel to the United States by boat was confined to inland waters and the protected lanes of the West Coast. There was some short term movement by small vessels in the St. Andrews, N. B. region on the East Coast but pre-war services from Boston, New York etc. to the Maritimes had not been restored. Expenditures by Canadian tourists travelling by boat were estimated at \$1,848,000 principally from British Columbia and Ontario ports.

The large volume of Other Travellers by local bus, on foot, by bicycle, motorcycle, local taxi etc., while considerable between border cities had low per capita outlays and remained in the States for brief periods. A total of some 6,190,000 such excursionists were estimated to have expended only \$11 million during 1945 mainly in Detroit, Buffalo, Niagara Falls, N. Y. and neighbouring towns across from New Brunswick, Quebec, Ontario, etc.

As shown in Table 13, during the year there were over 10,400,000 visits paid by Canadians to the United States compared with 8,285,000 in 1944 but only 1,157,000 or 11.1 p. c. of this large number remained 2 days or over and might be considered as tourists.

A provisional analysis of Canadian tourist expenditures by province of re-entry from the United States indicates that about \$47 million or 58.3 p.c. of the total was expended by tourists returning through Ontario ports, \$16.8 million through Quebec ports, \$7.8 million British Columbia, \$3.9 million returning through Maritime ports, \$3.5 million Manitoba, \$1.1 million Saskatchewan and about \$600,000 for Alberta. Of course, the province of re-entry does not necessarily imply province of residence but the figures may be roughly indicative of each province's contribution to Canadian tourist expenditures in the States.

Canadian expenditures in the United States at \$81 millions in 1945 compared with \$163.4 million by tourists from the United States in Canada demonstrate the great disparity which exists on a per capita basis between the two nations. Canadians with a lower per capita income spend a far greater percentage on travel to the United States than do Americans on travel to Canada. Canadians per capita spend more, travel more and stay longer than the reciprocal traffic. The comparison illustrates the too-little-known fact that Canada must have an active tourist trade to secure the American dollars necessary to satisfy the growing Canadian propensity for travel to the United States for reasons of business, pleasure or health.

Table 13 - Estimated Expenditures of Canadian Travellers in the United States by Length of Stay, 1945

	No. of Persons	% of Grand Total	Expenditures	% of Grand Total
Motorists - One-Day	2,965,528	28.47	2,641,026	3.26
Two-Day	90,326	.87	818,907	1.01
Rail (in transit)	14,277	.14	-	-
Other Travellers (pedestrians, local buses, ferries, etc.)	6,189,547	59.42	10,991,352	13.59
Total	9,259,678	88.90	14,451,285	17.86
Motorists - Three Days & Over	154,387	1.48	4,019,134	4.97
Rail	567,358	5.45	39,423,355	48.74
Through Bus	302,070	2.90	17,043,667	21.07
Airplane	35,589	.34	4,106,480	5.08
Boat	97,283	.93	1,848,091	2.28
Total	1,156,687	11.10	66,440,727	82.14
Grand Total	10,416,365	100.0	80,892,012	100.0

Table 14 - Balance of Payments on Travel Account Between
Canada and All other Countries 1926-1946

(Millions of Dollars) (Net Credits + Net Debits -)

Year	Account with United States			Account with Overseas Countries (Including Newfoundland)			Account with All Countries		
	Credits	Debits	Net	Credits	Debits	Net	Credits	Debits	Net
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
1926	140	70 +	70	12	29 -	17	152	99 +	53
1927	148	72 +	76	15	28 -	13	163	100 +	63
1928	163	72 +	91	14	26 -	12	177	98 +	79
1929	184	81 +	103	14	27 -	13	198	108 +	90
1930	167	67 +	100	13	25 -	12	180	92 +	88
1931	141	52 +	89	12	19 -	7	153	71 +	82
1932	103	30 +	73	11	19 -	8	114	49 +	65
1933	81	30 +	51	8	14 -	6	89	44 +	45
1934	96	36 +	60	10	14 -	4	106	50 +	56
1935	107	48 +	59	10	16 -	6	117	64 +	53
1936	129	54 +	75	13	21 -	8	142	75 +	67
1937	149	65 +	84	17	22 -	5	166	87 +	79
1938	134	66 +	68	15	20 -	5	149	86 +	63
1939	137	67 +	70	12	14 -	2	149	81 +	68
1940	98	40 +	58	7	3 +	4	105	43 +	62
1941	107	18 +	89	4	3 +	1	111	21 +	90
1942	79	24 +	55	3	3 -		82	27 +	55
1943	87	34 +	53	2	3 -	1	89	37 +	52
1944	117	57 +	60	3	3 -		120	60 +	60
1945	163	81 +	82	3	2 +	1	166	83 +	83
1946 (x)	214	131 +	83	7	4 +	3	221	135 +	86

(x) Data for 1946 are subject to revision.

Table 15 - Number of Canadian Automobiles and Other Vehicles Travelling
in the United States by Province of Re-Entry
1942-1946

	1942	1943	1944	1945	1946
<u>Length of Stay - 24 hours or less</u>					
<u>Returning by Ports in:</u>					
Maritime Provinces	166,029	165,902	253,666	369,202	499,048
Quebec	72,167	67,158	108,526	141,947	198,296
Ontario	268,808	268,646	303,881	382,343	552,813
Manitoba	7,572	8,859	23,902	35,741	45,771
Saskatchewan	11,684	11,607	25,203	32,606	35,072
Alberta	3,620	3,935	11,053	10,008	17,208
British Columbia	42,657	34,475	46,111	99,955	202,486
Yukon	4	-	-	-	-
TOTAL CANADA	572,541	560,582	772,342	1,071,802	1,550,694
<u>Length of Stay - Over 24 hours</u>					
<u>Returning by Ports in:</u>					
Maritime Provinces	1,318	867	1,203	3,692	6,140
Quebec	6,189	4,772	12,348	21,909	37,641
Ontario	16,767	12,194	19,574	28,195	66,272
Manitoba	1,643	736	1,246	3,283	11,614
Saskatchewan	1,231	683	1,523	2,826	7,271
Alberta	752	316	511	1,139	3,518
British Columbia	10,448	8,220	11,528	18,910	34,741
Yukon	-	-	-	-	-
TOTAL CANADA	38,348	27,788	47,933	79,954	167,197
<u>Commercial Vehicles</u>					
<u>Returning by Ports in:</u>					
Maritime Provinces	45,315	35,011	40,683	51,705	57,215
Quebec	19,163	19,751	28,664	22,139	26,552
Ontario	48,275	37,598	35,418	34,507	35,908
Manitoba	1,357	5,756	7,011	3,976	4,206
Saskatchewan	891	1,268	2,213	3,231	5,497
Alberta	4,049	4,491	5,728	5,002	6,402
British Columbia	10,181	7,925	10,627	12,442	13,890
Yukon	-	1	-	-	-
TOTAL CANADA	129,231	111,801	130,344	133,002	149,670

Table 16 - Number of Canadian Automobiles and Other Vehicles Travelling
in the United States, by Month of Re-entry into Canada
1942-1946

	1942	1943	1944	1945	1946
<u>Length of Stay - 24 hours or less</u>					
January	39,053	31,953	48,935	44,184	78,383
February	34,657	31,243	41,843	39,569	72,338
March	44,489	40,073	50,832	62,954	101,534
April	47,704	43,685	58,863	67,080	109,738
May	52,020	51,235	61,334	85,282	146,250
June	49,470	51,173	64,305	92,216	149,138
July	53,015	55,203	85,147	118,667	170,774
August	57,336	55,032	85,205	131,529	175,613
September	50,607	51,687	77,379	124,660	154,289
October	53,848	53,604	74,598	113,714	146,566
November	49,889	48,101	65,758	96,663	128,540
December	40,453	47,593	58,143	95,284	117,531
TOTAL	572,541	560,582	772,342	1,071,802	1,550,694
<u>Length of Stay - Over 24 hours</u>					
January	2,366	1,085	1,646	1,560	4,098
February	2,026	1,020	1,294	1,307	3,684
March	3,368	1,625	1,555	1,947	6,375
April	3,887	1,807	2,519	2,935	10,315
May	3,592	2,297	2,178	2,978	15,251
June	3,108	2,074	3,272	4,706	15,959
July	3,773	3,271	8,268	12,288	26,697
August	5,098	4,119	9,011	13,435	28,652
September	4,190	3,539	7,337	13,795	21,478
October	3,137	3,160	5,569	12,180	17,512
November	2,256	2,102	3,153	8,068	10,399
December	1,547	1,689	2,131	4,755	6,777
TOTAL	38,348	27,788	47,933	79,954	167,197
<u>Commercial Vehicles</u>					
January	12,026	7,824	9,473	8,630	10,865
February	11,927	8,502	10,098	9,381	11,392
March	11,361	9,892	11,795	10,967	13,195
April	8,981	8,291	8,437	8,566	10,678
May	9,910	8,543	10,541	11,160	12,570
June	12,188	10,462	11,317	12,126	13,069
July	12,649	11,109	11,912	12,629	14,067
August	11,025	9,954	11,507	13,508	13,892
September	10,318	9,683	12,203	12,130	13,239
October	11,001	8,557	12,226	12,904	12,718
November	8,972	8,333	11,556	10,453	12,398
December	8,873	10,651	9,279	10,548	11,587
TOTAL	129,231	111,801	130,344	133,002	149,670

Table 17 - Number of Canadians Returning from the United States
by Train, by Province of Re-entry, 1941-1946

Province of Re-entry	1941	1942	1943	1944	1945	1946
New Brunswick	6,767	10,766	16,083	23,614	27,080	24,991
Quebec	50,328	80,823	115,888	169,824	175,201	187,393
Ontario	90,525	150,601	250,138	292,251	309,684	319,354
Manitoba	6,527	8,985	13,736	20,884	23,289	24,071
Saskatchewan	2,717	3,516	5,315	6,936	7,429	8,152
Alberta	126	468	609	655	589	616
British Columbia	10,169	10,192	19,644	31,149	38,363	40,146
Yukon	-	-	-	-	-	-
TOTAL CANADA	167,159	265,351	421,413	545,313	581,635	604,723

Table 18 - Number of Canadians Returning from the United States
by Boat, by Province of Re-entry, 1941-1946.

Province of Re-entry	1941	1942	1943	1944	1945	1946
Maritime Provinces	10,601	15,244	14,365	20,603	25,717	22,752
Quebec	127	94	34	73	4,700	1,880
Ontario	28,646	16,396	13,417	27,973	39,278	34,329
Manitoba	-	-	-	-	-	-
Saskatchewan	-	-	-	-	-	-
Alberta	3,131	1,395	-	-	-	-
British Columbia	10,890	9,271	11,977	17,524	27,562	41,848
Yukon	-	29	17	36	26	26
TOTAL CANADA	53,395	42,429	39,810	66,209	97,283	100,835

Table 19 - Number of Canadians Returning from the United States
by Bus (1), by Province of Re-entry, 1942-1946.

Province of Re-entry	1942	1943	1944	1945	1946
New Brunswick	2,700	2,439	5,113	8,347	12,271
Quebec	4,722	4,566	11,396	16,305	31,635
Ontario	50,651	80,005	152,915	229,915	317,419
Manitoba	4,296	423	4,539	9,609	14,268
Saskatchewan	88	120	556	534	618
Alberta	877	1,400	2,297	2,319	2,779
British Columbia	14,675	12,883	22,829	35,041	63,396
Yukon	-	-	-	-	-
TOTAL CANADA	78,009	101,836	199,645	302,070	442,386

(1) Exclusive of local bus traffic between border communities.

Table 20 - Number of Canadians Returning from the United States
by Airplane, by Province of Re-entry, 1942-1946.

Province of Re-entry	1942	1943	1944	1945	1946
Nova Scotia	-	-	-	-	102
New Brunswick	527	430	1,093	1,075	1,594
Quebec	4,957	5,422	10,271	16,899	21,486
Ontario	4,223	5,153	9,205	11,504	27,853
Manitoba	338	397	689	1,359	2,879
Saskatchewan	-	-	-	-	25
Alberta	180	403	1,065	1,231	1,744
British Columbia	1,160	1,452	1,836	3,397	7,565
Yukon	69	54	260	124	360
TOTAL CANADA ^x	11,454	13,311	24,419	35,589	63,608

^x Includes a small percentage from Overseas via U.S.

Table 21 - Number of Foreign Automobiles and Other Vehicles entering Canada, by Province of Entry, 1941-1946

Non-Permit Class - Local Traffic (1)

Entering by Ports in -	1941	1942	1943	1944	1945	1946
Maritime Provinces	456,373	362,284	292,835	432,029	587,207	752,411
Quebec	154,018	114,888	77,830	102,026	131,881	173,148
Ontario	1,931,623	1,481,081	1,056,165	1,401,358	2,068,158	2,624,849
Manitoba	30,994	26,834	24,307	30,164	39,815	53,310
Saskatchewan	18,312	15,733	11,736	13,473	17,334	20,221
Alberta	8,546	7,359	7,320	11,455	6,840	12,243
British Columbia	58,298	36,223	27,547	31,197	41,102	59,776
Yukon	1	-	-	-	-	-
CANADA	2,658,165	2,044,402	1,497,740	2,021,702	2,892,337	3,695,958

Traveller's Vehicle Permits (1)

Entering by Ports in -	1941	1942	1943	1944	1945	1946
Maritime Provinces	61,686	23,540	18,023	26,931	44,377	83,147
Quebec	225,845	78,324	46,665	72,477	138,215	277,641
Ontario	757,959	328,585	190,135	292,637	553,720	903,096
Manitoba	14,597	6,373	2,828	3,929	8,775	22,797
Saskatchewan	6,458	3,127	1,887	2,687	4,247	9,723
Alberta	15,459	3,223	1,941	1,680	3,045	16,522
British Columbia	92,048	55,947	38,724	51,280	107,506	178,595
Yukon	1	-	-	5	30	585
CANADA	1,174,053	499,119	300,203	451,626	859,915	1,492,106

Commercial Vehicles

Entering by Ports in -	1941	1942	1943	1944	1945	1946
Maritime Provinces	42,530	39,467	44,621	52,412	56,184	65,294
Quebec	20,043	16,071	15,897	17,349	18,584	21,631
Ontario	54,656	63,160	60,095	73,438	78,139	81,441
Manitoba	1,952	1,586	1,488	1,658	1,830	1,736
Saskatchewan	2,660	3,255	3,227	3,937	4,221	3,907
Alberta	1,516	2,772	2,648	1,906	1,808	3,237
British Columbia	5,478	5,179	4,140	3,697	5,298	5,836
Yukon	53	27	-	1	9	54
CANADA	128,888	131,517	132,116	154,398	166,073	183,136

(1) The expressions "Non-Permit Class" and "Traveller's Vehicle Permits" are defined on page 42.

Table 22 - Number of Foreign Automobiles and Other Vehicles Entering Canada, by Month of Entry, 1941-1946.

Month	1941	1942	1943	1944	1945	1946
<u>Non-Permit-Class - Local Traffic (1)</u>						
January	117,573	128,456	72,475	114,104	102,149	162,652
February	109,885	101,548	66,534	96,466	102,384	157,998
March	131,444	118,888	83,179	107,644	156,313	213,741
April	142,435	138,081	101,415	133,223	199,681	241,622
May	220,794	183,369	122,014	175,290	256,493	295,963
June	282,095	217,329	130,153	208,946	297,595	394,558
July	425,718	307,361	172,059	289,519	391,913	524,577
August	416,149	274,465	188,900	254,528	386,608	492,504
September	263,298	187,684	176,102	196,604	344,843	376,832
October	203,322	153,695	143,532	165,712	271,092	325,014
November	185,792	133,723	120,849	144,288	193,760	270,330
December	159,677	99,803	120,528	135,378	189,506	240,167
TOTAL	2,658,182	2,044,402	1,497,740	2,021,702	2,892,337	3,695,958
<u>Traveller's Vehicle Permits (1)</u>						
January	20,361	19,561	6,278	13,037	10,556	26,780
February	21,326	16,512	7,074	10,575	12,889	29,847
March	29,208	22,304	9,495	12,520	22,341	47,492
April	55,022	37,822	14,538	19,477	32,102	64,550
May	100,469	58,715	20,888	32,492	46,999	105,499
June	130,875	58,683	22,847	43,309	79,133	183,362
July	252,423	85,379	48,753	88,696	151,007	300,635
August	287,619	79,510	59,616	84,771	187,215	332,407
September	117,005	53,172	47,453	61,648	145,968	181,734
October	74,282	31,840	29,107	38,036	84,933	111,696
November	51,733	23,660	18,660	27,994	53,330	68,497
December	33,730	11,961	15,494	19,071	33,442	39,607
TOTAL x	1,174,053	499,119	300,203	451,626	859,915	1,492,106
<u>Commercial Vehicles</u>						
January	2,200 (2)	10,827	8,314	10,311	11,228	11,815
February	2,138 (2)	9,825	9,855	11,773	11,304	11,984
March	2,254 (2)	11,157	11,737	13,873	13,237	14,938
April	13,217	9,868	10,344	11,881	12,291	15,296
May	17,142	12,136	10,749	12,999	14,646	18,794
June	14,042	11,774	11,953	14,084	15,948	17,301
July	14,276	12,574	13,322	13,913	16,106	15,431
August	14,149	12,099	12,626	15,088	15,864	16,947
September	12,612	11,403	11,212	12,798	14,331	15,558
October	13,630	11,777	11,140	12,871	15,623	16,200
November	12,530	9,649	11,110	12,690	12,973	14,823
December	10,698	8,428	9,754	12,117	12,522	14,049
TOTAL	128,888	131,517	132,116	154,398	166,073	183,136

(1) The Expressions "Non-Permit-Class" and "Traveller's Vehicle Permits" are defined on page 42.

x The above total includes a number of motorcycles, bicycles and taxis, estimated at 5,400 in 1946 and arevised 5,810 in 1945.

(2) Not complete.

Table 23 - Net (1) Entries of Foreign Travellers by Rail, by Province of Entry, 1941-1946

Province of Entry	1941	1942	1943	1944	1945	1946 ⁽²⁾
New Brunswick	24,847	45,231	49,533	48,974	44,427	40,001
Quebec	125,967	165,980	212,202	231,430	229,153	239,263
Ontario	164,235	226,505	241,639	376,790	424,800	307,725
Manitoba	13,961	24,474	68,171	41,656	28,335	25,861
Saskatchewan	11,206	11,458	15,754	11,884	7,358	15,478
Alberta	292	3,255	10,348	3,963	788	603
British Columbia	27,756	36,360	71,523	67,864	60,987	56,616
TOTAL	368,264	513,263	669,170	782,561	795,848	685,547

(1) After deducting in-transit passengers across Southern Ontario

(2) Data for 1946 are subject to revision.

Table 24 - Entries of Foreign Travellers from the United States by Boat, by Province of Entry, 1941-1946

Province of Entry	1941	1942	1943	1944	1945	1946
Nova Scotia	14,260	1,174	149	328	1,142	1,540
New Brunswick	3,752	4,554	4,059	7,211	7,718	8,084
Quebec	3,584	3,693	3,750	5,669	3,261	3,183
Ontario	75,134	52,720	90,667	93,772	134,676	129,068
Manitoba	-	-	-	-	-	-
Saskatchewan	-	-	-	-	-	-
Alberta	5,054	725	-	-	-	-
British Columbia	128,003	76,091	131,082	173,325	176,949	197,433
Yukon	326	20	35	21	40	53
TOTAL	230,113	138,977	229,742	280,326	323,786	339,361

Table 25 - Entries of Foreign Travellers by Bus (1), by Province of Entry, 1941-1946.

Province of Entry	1941	1942	1943	1944	1945	1946
Maritime Provinces	5,222	8,440	6,241	9,350	11,774	13,056
Quebec	10,666	9,506	8,280	11,379	14,968	25,357
Ontario	162,825	120,651	112,245	151,297	196,616	308,813
Manitoba	3,521	3,347	806	2,833	4,253	5,189
Saskatchewan	238	43	63	148	135	147
Alberta	1,086	1,321	1,760	2,234	2,177	2,164
British Columbia	16,701	18,445	21,202	23,536	31,740	49,760
Yukon	-	-	-	-	-	-
TOTAL	200,259	161,753	150,597	200,777	261,663	404,486

(1) Exclusive of local bus traffic between border communities but including some intransit.

Table 26 - Entries of Foreign Travellers from the United
States by Airplane, by Province of Entry, 1941-1946.

Province of Entry	1941	1942	1943	1944	1945	1946(1)
Maritime Provinces	986	1,243	3,057	3,962	4,022	5,749
Quebec	15,106	8,435	8,909	14,014	28,717	40,637
Ontario	7,532	4,592	5,580	6,766	9,631	29,049
Manitoba	1,227	1,033	1,351	1,545	2,345	3,995
Saskatchewan	45	46	7	4	12	72
Alberta	615	639	1,065	2,040	2,151	2,852
British Columbia	6,386	4,417	6,309	7,059	12,304	16,513
Yukon x	3,201	6,139	4,123	7,357	8,140	11,297
TOTAL	35,098	26,544	30,401	42,747	67,322	110,164

(1) Figures for 1946 are preliminary.

x Yukon totals are practically all intransit to and from Alaska.

DEFINITIONS

The expressions "Non-Permit Class" and "Traveller's Vehicle Permits" are defined as follows:

(a) Non-Permit Class

Local vehicles which are not required to make out formal Customs permits. They are restricted to travel within the jurisdiction of the port and may not remain in Canada more than 48 hours.

Also included are the repeat trips of commuters and others who cross the border frequently on commuting permits. (See below)

(b) Traveller's Vehicle Permits

Traveller's vehicle permits are issued to all non-commercial vehicles which -

1. Travel beyond the jurisdiction of the port of entry or
2. Remain in Canada, more than 48 hours, or
3. Leave the country by another port than the one by which they entered.

These permits are usually issued for periods of 60 days or 6 months, but a considerable number is issued to vehicles which are in Canada less than 48 hours.

Also included in this class are commuting permits which entitle the holders to cross the border frequently during the tenure of their permits. Repeat trips after the first, however, are included in the non-permit class, as mentioned above.

Publication is made possible through the kind co-operation of Customs and Immigration officials across Canada, and the U.S. Dept. of Commerce.

Table 27 - Monthly Comparison of Foreign Travellers by Rail to Canada
1941 and 1943 - '46 (Gross Entries)

Month	1941	1943	1944	1945	1946
January	60,380	113,109	148,454	143,179	137,635
February	51,779	101,581	136,605	128,076	114,027
March	50,776	113,391	145,490	135,606	119,918
April	53,292	135,123	148,818	138,198	120,892
May	52,398	151,370	147,862	151,722	105,442
June	71,303	167,696	180,155	196,227	154,231
July	95,399	217,791	228,679	238,153	195,061
August	107,696	219,069	225,091	208,004	201,720
September	73,902	178,897	192,767	156,223	145,981
October	61,725	158,763	168,037	154,240	114,912
November	60,897	135,684	149,803	148,907	107,051
December	78,717	157,742	168,800	166,533	135,550
TOTAL	818,264	1,850,216	2,040,561	1,965,068	1,650,420

Monthly Comparison of Foreign Travellers by Boat to Canada
1941 and 1943 - '46.

Month	1941	1943	1944	1945	1946
January	2,223	3,793	8,415	6,686	5,405
February	2,440	4,497	8,058	6,457	5,765
March	3,426	8,799	9,903	7,339	6,149
April	3,934	7,677	13,406	9,908	7,193
May	8,771	10,669	14,271	13,418	13,083
June	24,164	21,674	30,633	35,355	34,466
July	63,340	51,931	62,725	85,981	93,281
August	84,460	63,325	69,586	95,912	104,496
September	23,010	27,788	29,086	34,824	47,211
October	6,942	11,445	14,723	12,548	11,152
November	4,278	9,339	9,971	7,438	5,841
December	3,125	8,805	9,549	7,920	5,319
TOTAL	230,113	229,742	280,326	323,786	339,361

Monthly Comparison of Foreign Travellers by Through Bus⁽¹⁾ to Canada⁽²⁾
1941 and 1943 - '46.

Month	1941	1943	1944	1945	1946
January	5,156	5,020	6,589	7,733	11,351
February	5,572	5,433	6,487	8,508	12,383
March	4,765	5,508	7,943	9,892	14,259
April	6,931	6,123	8,775	11,065	16,327
May	12,324	9,253	14,152	15,218	27,791
June	21,393	16,349	22,782	25,016	41,215
July	46,377	34,140	41,143	53,855	85,302
August	51,734	30,475	38,981	56,723	88,394
September	19,869	14,151	20,637	28,696	41,721
October	10,496	10,457	12,765	19,948	29,919
November	8,470	6,467	10,481	12,950	19,565
December	7,172	7,221	10,042	12,059	16,259
TOTAL	200,259	150,597	200,777	261,663	404,486

(1) Exclusive of local bus traffic between border communities.

(2) Includes a small percentage in-transit passengers across Southern Ontario.

Monthly Comparison of Foreign Travellers by Aeroplane to Canada
1941 and 1943 - '46 (Gross Entries)

Month	1941	1943	1944	1945	1946
January	1,166	848	2,413	2,809	5,571
February	1,297	1,200	2,266	3,124	6,147
March	1,320	1,577	2,410	3,984	6,323
April	1,716	1,754	2,838	3,990	6,673
May	2,550	2,361	3,287	4,588	8,692
June	3,841	2,883	3,899	6,323	10,523
July	4,931	3,741	4,947	8,079	13,622
August	5,916	4,231	5,967	8,885	15,874
September	4,591	3,657	4,647	7,131	12,363
October	3,470	3,086	3,701	6,171	9,634
November	2,142	2,401	3,178	5,202	7,610
December	2,158	2,662	3,194	7,036	7,132
TOTAL	35,098	30,401	42,747	67,322	110,164

Monthly Comparison of Canadians Returning from the United States by Rail
1941 and 1943-'46 (Gross Entries).

Month	1941	1943	1944	1945	1946
January	14,658	30,685	40,715	51,361	57,290
February	11,191	22,189	31,144	35,667	57,294
March	15,402	31,006	34,493	40,533	44,302
April	13,679	33,560	39,446	45,254	47,640
May	12,081	37,912	33,636	40,539	36,202
June	13,723	34,933	39,424	43,758	43,399
July	13,075	36,770	59,815	64,346	60,858
August	14,400	45,634	69,631	61,305	69,009
September	15,896	41,153	53,003	51,243	54,775
October	13,445	39,351	51,392	46,468	50,106
November	13,352	32,367	42,433	39,331	39,290
December	18,257	35,853	50,181	61,830	44,558
TOTAL	167,159	421,413	545,313	581,635	604,723

Monthly Comparison of Canadians Returning from the United States by Rail
1941 and 1943 - '46 (Net Entries)

Month	1941	1943	1944	1945	1946
January	14,201	29,261	39,665	50,313	56,208
February	10,689	20,952	30,042	34,833	56,297
March	12,914	29,553	33,358	39,474	43,130
April	13,069	31,431	38,150	44,165	46,416
May	11,438	35,854	32,304	39,530	35,263
June	13,116	33,377	38,055	42,644	42,466
July	12,293	35,382	58,256	62,846	59,753
August	13,766	43,811	68,341	59,855	67,998
September	15,350	39,826	51,905	49,987	53,920
October	12,724	38,027	49,925	45,118	49,128
November	12,091	31,115	41,142	38,068	38,411
December	16,527	34,495	48,825	60,525	43,609
TOTAL	158,178	403,084	529,968	567,358	592,599

Monthly Comparison of Canadians Returning from the United States by Boat
1941 and 1943 - '46.

Month	1941	1943	1944	1945	1946
January	942	1,579	2,042	2,839	3,690
February	860	1,320	1,879	2,927	3,045
March	1,181	2,395	1,661	2,931	2,993
April	1,351	1,855	2,216	3,761	3,394
May	1,689	2,401	2,830	4,037	5,739
June	4,545	3,702	6,410	8,449	10,028
July	17,483	6,699	13,443	21,915	22,562
August	13,020	8,410	15,316	24,558	21,790
September	6,223	3,426	9,279	13,300	15,440
October	2,757	2,787	4,084	5,669	4,877
November	1,619	2,683	3,035	3,697	3,752
December	1,725	2,553	4,014	3,200	3,525
TOTAL	53,395	39,810	66,209	97,283	100,835

Monthly Comparison of Canadians Returning from the United States by Through Bus (1)
1941 and 1943 - '46.

Month	1941	1943	1944	1945	1946
January	2,615	6,082	10,890	15,272	23,847
February	2,206	5,718	9,821	12,695	22,519
March	2,439	6,743	12,124	15,443	28,178
April	2,922	7,616	12,755	16,775	29,412
May	4,869	8,264	12,270	18,169	33,309
June	4,388	9,021	14,641	23,520	37,185
July	4,869	10,398	27,058	41,218	57,078
August	5,964	11,515	30,315	47,674	68,094
September	4,945	9,651	20,819	37,856	48,381
October	4,234	9,573	18,527	28,223	36,373
November	3,668	8,026	15,605	21,951	30,285
December	5,209	9,229	14,820	23,274	27,725
TOTAL	48,328	101,836	199,645	302,070	442,386

(1) Exclusive of local bus traffic between border communities.

Monthly Comparison of Canadians Returning from the United States by Aeroplane.
1941 and 1945 - '46.

Month	1941	1943	1944	1945	1946
January	550	485	1,463	2,208	4,721
February	588	655	1,325	1,988	3,659
March	638	843	1,501	2,529	4,740
April	970	1,038	1,845	2,898	5,426
May	1,279	1,204	2,118	2,679	5,329
June	1,528	1,290	2,034	2,893	4,821
July	1,497	1,129	1,911	2,640	5,157
August	1,237	1,105	2,393	2,797	6,333
September	1,456	1,431	2,437	3,474	7,114
October	1,387	1,471	3,011	4,048	6,597
November	1,177	1,333	2,348	3,928	5,232
December	892	1,327	2,033	3,507	4,479
TOTAL	13,199	13,311	24,419	35,589	63,608

- APPENDIX -

In the following pages a few preliminary studies on various phases of the tourist industry are presented. They are not necessarily official and are intended only to supplement the present report. The report of proceedings of the Dominion - Provincial Tourist Conference held in Ottawa Oct. 21 - 23, 1946 under the chairmanship of the Minister of Trade and Commerce presents a great wealth of provincial and general information. Similarly the report of proceedings of the 14th Convention of the Canadian Association of Tourist and Publicity Bureaus, Ottawa, Oct. 24 and 25, 1946 is also very helpful.

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RELATION TOTAL U. S. EXPENDITURES FOR CONSUMERS GOODS AND SERVICES AND U. S. TOURIST EXPENDITURES IN CANADA, 1935-1946

In Table "A" which follows, expenditures of American tourists in Canada have been related to total expenditures by United States residents on consumers' goods and services. The percentage represents the part of their personal expenditures which have gone to finance travel to Canada. To all concerned with the expansion of Canada's Tourist Trade, it represents a challenge, in that, even in 1946 with U. S. expenditures at a high in Canada, a smaller percentage of their consumers goods and services total was expended here than in the three years preceding our entry into the war. If pre-war averages had prevailed in 1946, American expenditures in Canada in relation to total expenditures on consumers goods and services should have reached an estimated \$275 millions in U. S. currency. The table illustrates the effect of wartime restrictions on travel in that despite a steadily increasing expenditure on U. S. consumers goods and services, the percentage for Canadian travel dropped from 0.238 in 1937 to a low of 0.086 in 1943 - a decline of nearly two-thirds against an increase in consumers' expenditures of about 50 p.c.

While rising price levels in the United States may have been instrumental in absorbing a larger part of consumer income in the latter years, theoretically more money should have been available for travel to Canada. With normal tourist traffic to Europe and Asia reduced to a minimum, with a lower price structure in Canada and the added advantage of a 10 p. c. premium on U. S. exchange in the first half of 1946, the amount of U. S. travel to Canada during the year may have been limited to some extent by our inability to accommodate a greater inflow and our restricted efforts to attract a larger volume.

With a continuation of moderate prosperity and present levels of income in the United States, there is no reason to doubt that with careful planning and publicity, and the development of tourist facilities, Canada's receipts of U. S. dollars from the tourist trade cannot reach a much higher level than has yet been attained.

RELATION CANADIAN EXPENDITURES ON CONSUMERS GOODS AND SERVICES AND CANADIAN TOURIST EXPENDITURES IN THE UNITED STATES, 1938-1946

In Table "B", similar comparisons are established between personal expenditures of Canadians on consumers' goods and services and the estimates of expenditures by Canadian tourists in the United States. It is clear that Canadians spend a far greater percentage of their consumer dollar on travel to the United States than do Americans on travel to Canada. In 1938 the Canadian percentage stood at 1.784 - over $7\frac{1}{2}$ times the American percentage of 0.229.

Even under wartime restrictions our expenditures in the States represented a percentage well in excess of normal U. S. tourist expenditures in Canada. The steady growth since 1938 in personal outlay by Canadians on consumers goods and services reflects the tremendous advances that have taken place in the Canadian economy due to the impetus of the war, industrial expansion and rising price levels.

On a population basis we see a nation of 12,300,000 Canadians in 1946 spending \$131 million or \$10.65 per capita on touring in the United States, against the expenditures of \$214 million in Canadian currency or \$1.50 per capita by residents of a neighbouring country with a population nearly 11½ times as great and with a higher per capita national income. Our per capita expenditures on tourist travel to the United States represent an amount far out of proportion to what we receive, in fact 7 to 1. The Canadian on a per capita basis is the world's leading tourist. He is far more likely to cross the International Boundary than his American cousin for reasons of pleasure, health or business.

Table A - RELATION TOTAL U. S. EXPENDITURES FOR CONSUMERS GOODS AND SERVICES AND U. S. TOURIST EXPENDITURES IN CANADA, 1935 - 1946.

Millions of U.S. Dollars	<u>Consumers Goods and Services</u> Total U.S. Expenditures	Expenditures of U.S. Tourists in Canada(1)	p.c. of Consumers Goods & Services
1935	52,200	107.0	0.205
1936	59,100	129.0	0.218
1937	62,500	149.0	0.238
1938	58,500	134.0	0.229
1939	61,663	137.0	0.222
1940	65,657	88.4	0.135
1941	74,583	96.3	0.129
1942	82,007	71.1	0.087
1943	91,311	78.3	0.086
1944	98,462	105.3	0.107
1945	106,400	147.1	0.138
1946	127,000 (2)	208.0 (2)	0.164

(1) U. S. expenditures adjusted to U. S. dollar equivalent (1940 - end of June 1946)

(2) Preliminary.

Table B - RELATION TOTAL CANADIAN EXPENDITURES FOR CONSUMERS GOODS AND SERVICES AND CANADIAN TOURIST EXPENDITURES IN THE UNITED STATES, 1938 - 1946

Millions of Canadian Dollars	<u>Consumers Goods and Services</u> Canadian Personal Expenditures	Expenditures of Canadian Tourists in U. S.	p.c. of Consumers Goods & Services
1938	3,700	66	1.784
1939	3,799	67	1.764
1940	4,293	40	0.932
1941	4,956	18	0.363
1942	5,511	24	0.435
1943	5,896	34	0.577
1944	6,268	57	0.909
1945	6,824	83	1.216
1946	7,383 (1)	131 (1)	1.774

(1) Preliminary.

Distribution of the Tourist Dollar

The tourist industry in its many ramifications represents a consumer market and is a sub-division of the goods and services which are totalled in the international accounts to give the volume of trade between nations. The tourist personifies a special type of export - in that he provides us with external income by consuming products and services within our borders. His patronage often represents the margin between profit and loss in many of our service and transportation industries - hotels, restaurants, railroads, airlines, bus lines, garages and service stations, tourist resorts, retail stores, souvenir shops and so on. His payments for goods and services filter down through the whole economy and in his widespread travel throughout the nation he brings revenue to areas which might otherwise be unable to support their present population.

In the interest of speed and efficiency at the border ports, the tourist leaving Canada is not embarrassed by being asked to give an analysis of how he distributed his expenditures during his visit in Canada, but only the total expended for all purposes is reported voluntarily. However, a private sample survey conducted in Ontario in the summer of 1946 shows that the tourist dollar was divided as follows in that province - retail merchants, 50 cts; restaurants, 22 cts; hotels and tourist cabins, 17 cts; gas and service stations, 12 cts; amusements, 9 cts; transportation, 7 cts; and incidentals, 3 cts. The above sample may have been weighted by the large volume of automobile tourists who holiday in Ontario but the general distribution of expenditures is probably representative.

A similar survey by the American Hotel Association revealed that the tourist dollar in the United States is spent as follows: retail stores, 31 cts; hotels, 23 cts; restaurants, 18 cts; garages and service stations, 10 cts; miscellaneous, 10 cts; and theatres and amusement, 8 cts.

A striking fact in both surveys is the large percentage of the tourist dollar which finds its way into retail stores, which would of course cover purchases of beverages. The retail merchant would appear to have a much bigger stake in a prosperous tourist trade than he perhaps realizes.

The value of Canada's tourist trade in the last two years would undoubtedly have been greater if supplies on our store shelves of commodities which the American tourist usually purchases had been more plentiful, such as Irish linens, British chinaware, silverware, woollens and footwear, Canadian Home-spuns, novelties and souvenirs, woollen goods, etc.

Currency is a circulating media and the distribution of tourist dollars received by American hotels was estimated as follows; pay rolls, 31 cts; sundries, supplies etc., 29 cts; merchandizing, food, beverages etc., 19 cts; depreciation, 9 cts; insurance, taxes etc., 6 cts; and the balance, return on investment.

It is apparent that the tourist trade affects all sections of our economy in its demands for food, accommodation, services, and a thousand and one manufactured items. The money received from tourists circulates far beyond those who come into direct contact with the tourist.

Canada can ill afford not to have a prosperous visitor industry.

Hotel Accommodation in Canada

According to the latest D. B. S. census of hotels in 1941 there were some 5,646 hotels in Canada, comprising 4,844 which operated the entire year and 802 which operated only part time usually from May to September. The total number of guest rooms and additional accommodation provided by the year-round establishments numbered 117,763 rooms which could probably sleep some 200,000 visitors. In addition, the seasonal hotels with accommodation of 16,606 guest rooms plus 8,548 beds in cabins etc. could likely accommodate about 35,000 guests. Thus in 1941 during the peak of the tourist traffic, Canadian hotels were capable of handling a maximum of about 235,000 visitors at one time. Of the 4,844 full-time hotels, 1,939 or 40 p.c. had 10 rooms or less; 1,755 hotels had from 11 to 25 rooms; 766 from 26 to 50 rooms; and 280 from 51 to 100. Only 94 hotels had over 100 rooms and of this number 69 were in the 101 to 200 room class, 15 had from 201 to 500 rooms and only 10 across Canada had more than 500 rooms.

Since the taking of the hotel census, several hotels have opened or re-opened their doors to the traveller but there remains considerable room for expansion in many towns and cities as the recent study "Inter-Community Travel Survey" by the Dept. of Reconstruction and Supply so well illustrated. With the current volume of tourist travel to Canada, our accommodation facilities are often strained to the limit in certain localities, despite assistance from tourist cabins, boarding houses, tourist homes and private residences. Many new hotels are on the drafting boards and some are proceeding slowly to completion in the face of shortages of materials and furnishings. Provincial governments are encouraging the establishment and extension of tourist camps and other facilities but presently the problem of sufficient accommodation for those who wish to visit Canada remains of concern in some areas and is undergoing study.

This is however not a new or modern problem - Xenophon writing on "Public Finance" in the 4th century B. C. extolled the economic advantages which Athens derived from her foreign residents and visitors and recommended that hotels should be built to supply deficiencies in accommodation.

In 1941 receipts from rooms and meals accounted for some 39 p.c. of the revenue of all Canadian hotels while the sale of beer and wine represented about \$78.7 million or 53.4 p.c. of the total receipts from all sources of \$147.5 million.

The number of all hotels was divided provincially as follows in 1941.

	<u>Number</u>	<u>Total Receipts</u>	<u>Receipts from Rooms and Meals</u>	<u>P.C. of Total Receipts</u>
P.E.I.	38	\$ 248,620	\$ 236,209	95.0
N.S.	226	2,895,737	2,549,813	88.0
N.B.	171	1,807,455	1,641,689	90.8
Que.	1,556	28,647,393	14,039,475	49.0
Ont.	1,762	66,075,601	21,008,488	31.8
Man.	278	7,952,761	2,701,786	34.0
Sask.	595	9,296,771	3,306,574	35.6
Alta.	433	14,218,566	5,215,700	36.7
B.C.-Yukon- NWT.	587	16,345,252	7,006,616	42.9
TOTAL	5,646	147,488,156	57,706,350	39.1

The pattern of hotel revenue is governed by the system of liquor control in vogue in the different provinces with the Maritimes showing nil receipts in 1941 from the sale of beer or wine in local hotels while all hotels in Ontario and Manitoba derived about 60 p.c. of total receipts from the sale of beverages. Whereas the year-round hotels reported only 39.1 p.c. of their total receipts from rooms and meals, the seasonal establishments operating in the summer months secured 77.2 p.c. of their revenue from accommodation and meals, and about 10 p.c. from the sale of beer and wine.

Seasonal Hotels, 1941

<u>Province</u>	<u>Total Receipts</u>	<u>Receipts from Rooms and Meals</u>	<u>Receipts from Beer and Wine</u>
	\$	\$	\$
P.E.I.	4,105	4,055	0
N.S.	256,305	230,839	0
N.B.	191,974	168,879	0
Que.	1,829,742	1,405,597	237,683
Ont.	2,646,465	2,009,941	307,662
Man.	13,137	6,993	3,795
Sask.	74,489	34,787	30,159
Alta.	1,481,986	1,146,800	41,352
B.C.	377,626	305,908	49,982
CANADA	6,875,829	5,313,799	670,633

Employment in Canadian hotels and restaurants while reflecting the considerable movement of population from rural to urban areas during the war period, the great volume of inter-community travel as well as the tendency to consume meals in restaurants during a time of food rationing and family dislocation, illustrates the growing importance of the tourist trade to this service industry. The monthly indexes for 1946, taken as of the first of each month, show the increased volume of employment in the periods of heavy tourist entries. Similarly the index of retail sales in restaurants illustrates the considerable growth since 1939 in this class of service establishment, an advance far in excess of price increases, which were limited by regulation and control.

Index of Employment in Hotels and Restaurants,
1926 = 100

1929	131.8	1946	Jan.	205.6	July	234.5
1930	134.1	(First of	Feb.	208.9	Aug.	244.8
1937	125.1	Month)	Mar.	208.5	Sept.	245.8
1938	130.8		April	210.8	Oct.	238.4
1939	133.6		May	213.5	Nov.	224.5
1940	138.3		June	221.3	Dec.	226.8
1941	161.5					
1942	172.5					
1943	186.1					
1944	202.3					
1945	205.6					
1946	223.6					

Index of Retail Sales in Restaurants
1935-1939 = 100

1929	181.1	1946	Jan.	190.3	July	219.3
1930	159.2	(unadjusted)	Feb.	181.9	Aug.	225.8
1937	105.3		Mar.	209.7	Sept.	210.7
1938	99.4		April	207.5	Oct.	217.0
1939	97.2		May	210.7	Nov.	210.6
1940	105.1		June	210.1	Dec.	205.9
1941	123.3					
1942	147.4					
1943	176.9					
1944	189.9					
1945	197.3					
1946	208.3					

Maritime Notes

1. The Prince Edward Island Travel Bureau reported that visitors from the United States to the island during the 1946 tourist season numbered 12,000, and visitors from other countries about 50 in addition to thousands of Canadian visitors from the mainland.

2. According to the Nova Scotia Bureau of Information the following tourist car entries were recorded in the period from June 1 to September 30th, 1946 at provincial reception points.

Digby, N. S.

3312 American

377 Canadian

Amherst, N. S.

11,648 American

21,487 Canadian

Tidnish, N. S.

829 American

151 Canadian

Total Cars

15,789 American

22,015 Canadian

International Bridge, Tunnel and Ferry Companies

Motor vehicle traffic using the facilities of international bridge, tunnel and ferry companies was considerably greater in 1945 than in the preceding year, ferries handling 219,773 vehicles against 167,575, and bridge and tunnel companies 6,695,310 vehicles against 4,490,989 in 1944. Revenues of ferry companies increased from \$425,746 in 1944 to \$518,612, this being the highest level since 1938, while revenues of bridge and tunnel companies rose from \$2,755,669 in 1944 to a new record in 1945 of \$4,009,151.

TRAFFIC: Bridge, Tunnel and Ferry Companies

Motor Vehicles						(z) Other	Pedestrians and Passengers other than Drivers of Vehicles
Year	Passenger	Commercial (Trucks)	(x) Buses	Motor- Cycles	Total		
1936	6,088,517	137,090	224,380	370	6,450,357	1,848	20,023,838
1937	7,089,498	157,745	226,106	700	7,474,049	2,456	22,061,078
1938	6,850,917	148,245	261,122	377	7,260,661	1,925	19,824,845
1939	6,898,237	166,263	269,434	441	7,334,375	1,576	18,782,102
1940	5,273,246	178,799	236,712	130	5,688,887	996	12,879,818
1941	5,450,993	192,094	202,725	...	5,845,812	111	12,235,127
1942	4,253,759	206,419	215,562	...	4,675,740	99	11,599,351
1943	3,020,799	213,077	245,799	...	3,479,675	1,243	13,223,827
1944	4,144,797	200,743	312,245	779	4,658,564	8,015	17,641,097
1945	6,333,803	197,207	382,835	1,238	6,915,083	6,734	23,584,737

(x) Includes tunnel company buses.

(z) Bicycles and Horse-drawn.

PROVINCIAL REVENUEFrom: Hunting and Fishing Licenses for 1943 to 1945 inclusive.

	1 9 4 3		1 9 4 4		1 9 4 5	
	No. of Licenses	Revenue \$	No. of Licenses	Revenue \$	No. of Licenses	Revenue \$
<u>Prince Edward Is.</u>						
Hunting						
Resident	193	193	130	130	154	154
Non-Resident ..	Nil	Nil	2	4	Nil	Nil
Fishing						
Resident	1,000	1,000	960	960	1,000	1,000
Non-Resident ..	86	172	86	172	80	160
<u>Nova Scotia</u>						
Hunting						
Resident	20,709	62,127	20,474	61,422	29,114	87,342
Non-Resident ..	93	2,340	120	3,060	270	6,695
Fishing						
Data not available						
<u>New Brunswick</u>						
Hunting						
Resident	25,521	43,022	27,363	46,113	28,576	78,169
Non-Resident ..	1,266	12,335	1,506	14,835	2,736	38,735
Fishing						
Resident	816	1,557	732	1,036	838	1,560
Non-Resident ..	2,265	17,473	2,923	22,497	3,677	29,823
<u>Quebec.</u>						
Hunting						
Resident	41,359	41,359	37,128	37,128	36,134	36,134
Non-Resident ..	635	17,217	1,279	20,578	1,582	26,526
Fishing						
Resident	33,270	33,270	33,135	33,135	33,924	33,924
Non-Resident ..	7,376	34,751	6,741	34,689	8,544	44,178
<u>Ontario</u>						
Hunting						
Resident	126,654	194,886	132,376	200,969	178,522	279,012
Non-Resident ..	4,048	89,570	5,158	114,885	9,451	218,575
Fishing						
Resident	Nil	Nil	Nil	Nil	Nil	Nil
Non-Resident ..	68,228	284,215	88,825	387,976	125,584	603,753

PROVINCIAL REVENUE

From: Hunting and Fishing Licenses for 1943 to 1945 inclusive.

	1943		1944		1945	
	No. of Licenses	Revenue \$	No. of Licenses	Revenue \$	No. of Licenses	Revenue \$
<u>Manitoba</u>						
Hunting						
Resident	17,494	41,121	18,533	46,530	25,415	59,670
Non-Resident.	274	6,933	519	12,640	579	12,600
Fishing						
Resident	Nil	Nil	Nil	Nil	Nil	Nil
Non-Resident	3,340	4,257	3,028	4,619	3,899	5,819
<u>Saskatchewan</u>						
Hunting						
Resident	9,595	25,466	12,237	33,481	17,020	48,587
Non-Resident	1,296	5,043	2,356	5,881	3,543	7,743
Fishing						
Resident	6,383	5,807	5,878	5,463	7,080	6,666
Non-Resident	1,364	2,473	1,592	3,596	2,099	4,798
<u>Alberta</u>						
Hunting						
Resident	18,072	45,492	19,286	48,992	27,311	68,010
Non-Resident	152	7,650	223	6,770	366	11,170
Fishing						
Combined Resident and Non-Resident	6,380	13,780	6,651	14,521	6,886	14,959
<u>British Columbia</u>						
Hunting						
Resident	37,113	131,936	41,643	142,999	52,889	184,597
Non-Resident	589	14,414	952	23,596	2,036	50,763
Fishing						
Resident	27,507	27,507	29,098	29,098	33,268	33,268
Non-Resident	4,425	13,546	5,278	16,966	8,034	28,124

TOTALS OF NON-RESIDENTS FOR ALL PROVINCES

	HUNTING		FISHING	
	No. of Licenses	Revenue	No. of Licenses	Revenue
1943	8,371	\$155,502	87,284	\$357,287
1944	12,125	202,249	108,698	470,965
1945	20,563	372,807	152,167	717,155

These data are for the fiscal year of the following provinces: Prince Edward Island, Quebec, Manitoba, Saskatchewan, Alberta.

These data are for the calendar year of the following provinces: Nova Scotia, New Brunswick, Ontario, British Columbia.

Production and Domestic Sales of Passenger Automobiles

United States and Canada. 1935 - 1946.

Year	<u>United States</u>		<u>Canada</u>	
	Production	Domestic Sales	Production	Domestic Sales
1935	3,252,244	3,041,877	135,562	85,415
1936	3,669,528	3,458,051	128,369	89,350
1937	3,915,889	3,643,386	153,046	110,101
1938	2,000,985	1,810,938	123,761	85,888
1939	2,866,796	2,702,181	108,369	75,145
1940	3,692,328	3,584,293	109,911	94,633
1941	3,744,300	3,646,715	96,603	81,943
1942	220,814	(1)	12,236	8,596
1943	(0)	(0)	(0)	(0)
1944	(0)	(0)	(0)	(0)
1945	56,793	56,000 x	1,868	1,866
1946	2,148,677	2,004,616	92,456	63,728

PASSENGER CAR REGISTRATIONS

	<u>United States</u>	<u>Canada</u>
1930	23,059,282	1,055,514
1933	20,643,564	917,008
1937	25,449,924	1,103,012
1939	26,201,395	1,190,021
1941	29,507,113	1,279,536
1944	25,608,400	1,177,558
1945	25,400,000 x	1,160,058

(x) Est.

VISITORS TO THE NATIONAL PARKS OF CANADA
(FOR THE SIX MONTHS ENDED SEPTEMBER 30, 1946)

NATIONAL PARKS	1946	1945	Increase
Banff	209,479	118,444	91,035
Cape Breton Highlands	21,578	16,612	4,966
Elk Island	39,114	24,184	14,930
Georgian Bay Islands	6,535	3,787	2,748
Glacier	303	170	133
Jasper	25,827	12,820	13,007
Kootenay	60,680	25,286	35,394
Mt. Revelstoke	7,610	5,794	1,816
Point Pelee	76,643	50,873	25,770
Prince Albert	31,474	18,858	12,616
Prince Edward Island	48,416	47,088	1,328
Riding Mountain	155,425	102,287	53,138
St. Lawrence Islands x	14,668	10,323	4,345
Waterton Lakes	139,849	46,734	93,115
Yoho	21,013	8,960	12,053
 <u>NATIONAL HISTORIC PARKS</u>			
Fort Anne	8,035	4,731	3,304
Fort Beausejour	10,400	4,829	5,571
Fort Chambly	19,883	14,047	5,836
Fort Lennox	1,118	655	463
Fortress of Louisbourg	3,806	2,749	1,057
Fort Malden	12,602	10,164	2,438
Fort Wellington	5,323	2,391	2,932
Port Royal Habitation	5,507	2,863	2,644
<hr/>			
TOTALS	925,288	534,649	390,639

(x) Returns Incomplete.

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CANADA

DEPARTMENT OF TRADE AND COMMERCE

DOMINION BUREAU OF STATISTICS

INTERNATIONAL PAYMENTS BRANCH

CANADA'S INTERNATIONAL TOURIST TRADE

PRELIMINARY ESTIMATES OF TOURIST

EXPENDITURES, 1947

AND

REVISED STATISTICS

1946



OTTAWA
1948



Price 25 cents

DEPARTMENT OF TRADE AND COMMERCE
DOMINION BUREAU OF STATISTICS - CANADA
INTERNATIONAL PAYMENTS BRANCH

Dominion Statistician:	Herbert Marshall
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CANADA'S INTERNATIONAL TOURIST TRADE

Canada's foreign exchange problems in 1947 directed attention to the international tourist trade as a consistent source of foreign exchange, in particular of United States dollars. During the past twenty years net receipts from United States travellers, after deducting expenditures of Canadian travellers in the United States, have never been less than \$50 million a year and have topped \$100 million on two occasions. These net receipts have totalled almost \$1½ billion during the two decades. During the same period travel between Canada and overseas countries has resulted in net Canadian expenditures, but these were not of great significance, amounting to less than 7 per cent of the net gain accruing from travel between Canada and the United States.

In 1947, net receipts from the United States tourist trade were \$83 million, United States expenditures in Canada of \$235 million exceeding Canadian expenditures of \$152 million in the United States by this amount. Although both Canadian and United States expenditures were at new record levels in 1947, there was a decline in net receipts resulting from a larger increase in Canadian expenditures than in United States expenditures. Net receipts were \$86 million in 1946 when American expenditures in Canada were \$216 million and Canadian expenditures in the United States \$130 million. On overseas travel in 1947 including traffic between Canada and Newfoundland, Canadian expenditures abroad of \$15 million exceeded expenditures by overseas tourists in Canada amounting to \$10 million.

As a Canadian source of United States dollars the tourist industry has in recent years ranked second after the export of newspaper. The employment

created by the primary and secondary effects of the inflow of funds is widely distributed throughout Canada. Although the whole Canadian economy benefits as a result, the benefit is of particular significance to unproductive parts of the country which are favoured with tourist attractions. The tourist trade has raised the whole standard of living in such areas. Good roads, better shops, improved quality and variety of merchandise, better hotels, better steamship and rail service and a dozen other things have come with the tourist.

The current trend towards increased social benefits in Canada and the United States has influenced the international tourist trade through a more liberal policy of employers towards holidays with pay. The advances granted to wage earners in the last decade have been most striking both in the United States and in Canada. Prior to the war legal holidays with pay were seldom given to American wage earners. In 1936 a national survey in the United States showed that only 9 per cent of 446 companies investigated had a policy of paid legal holidays for wage earners, whereas in 1946 the percentage had risen to 41, and in 1947 to 52. The Canadian wage earner has benefited to much the same extent according to a survey conducted in 1947 by the National Industrial Conference Board regarding the policy of 41 major Canadian companies. According to the findings of the Board, 37 of the companies investigated provide an annual vacation with pay to all wage earners who have been employed for 12 months or more, and longer vacations are granted by most of the companies to employees who

have been employed for a number of years.

If employers could be encouraged to grant holidays in off-seasons to a substantial part of their staff it would do much to alleviate the pronounced mid-summer peak which is becoming a serious problem in all countries where holiday traffic attains large proportions. A capital investment in accomodation, transportation and other holiday facilities which is overtaxed for two months and is operated below capacity for the balance of the year cannot operate economically on a low margin of profit. Unfortunately the increase in recent years in holidays with pay for wage earners has tended to aggravate rather than alleviate the summer peak in the tourist season. Many industrial establishments find it difficult to operate on a reduced staff with part of the personnel on leave, and prefer the more direct method of closing the plant while the whole working force enjoys a mass vacation. There has been marked preference for the summer months for shut-downs of this kind. The close interdependence of manufacturing companies engaged in similar lines of production encourages such concerns to adopt common policies with regard to labour. Hence the preference for mass holidays in the summer is apt to become more extreme in future years if no effective counter measures can be put into operation.

Expenditures in Canada of travellers from other countries are comparable in their effect to exports of commodities in the balance of payments, and similarly, the expenditures of Canadian travellers in other countries are comparable to imports of goods. Hence there is special significance in the balance of revenue remaining after total disbursements by Canadian travellers abroad have been deducted from total receipts left in Canada by departing non-residents. Normally disbursements or debits range between 45 and 55 per cent of receipts or credits. In recent years the proportion of debits to credits has been much higher and in 1947 it rose to the unprecedented level of 68 per cent. The year 1947 brought higher receipts from

foreign travellers than in any other year under review, but due to abnormally high disbursements abroad net credits from all countries at \$78 million showed a drop of \$8 million from the year 1946. Comparable data in prewar years ranged from a depression low of \$45 million in 1933 to an all time high estimated at \$90 million in 1929.

This unfavourable development in the balance of payments on travel account resulted in regulations passed by the Government in November 1947, as part of its dollar conservation program, limiting in general the amount of United States dollars which a Canadian resident is permitted to use for pleasure travel to \$150 during the period of 12 months ending November, 1948. Expenditures of reasonable amounts of United States dollars for business and other necessary travel are still permitted. Likewise reasonable amounts of expenditures for travel to countries of the sterling area for all purposes continue to be normally approved. The rationing of United States dollars for pleasure travel, being on an annual basis will probably not have a uniformly restrictive effect in every month of the year. Many travellers may save their annual allotment of United States dollars until the summer months. A good deal of the luxury spending in Florida and other southern states during the past winter was cut off, although many people are still able to go South because of health ~~or~~ ^{reasons}. Purchases of foreign merchandise declared to the Canadian Customs by returning Canadians have been drastically reduced by prohibitions which eliminated virtually everything the tourist has been in the habit of buying.

In spite of official restraints Canadians remain the most persistent border-crossing nationals in the world. The flow of travel across the international boundary is unmatched at any other frontier, and the Canadian participation in this flow when considered in relation to the population of Canada is much greater than the American participation in proportion of the population of the United States. In 1947 Canadian travel expenditures in the United States were about \$12

per capita of the population of Canada, whereas American expenditures in Canada were not much more than \$1.50 per capita of the population of the United States. On the other hand, average expenditures per traveller do not vary so much as between Canadians and Americans when considered in the aggregate.

RECEIPTS FROM INCOMING TRAVELLERS

On the basis of more complete information now available, the first estimate of expenditures in Canada in 1947 by tourists and other travellers from the United States, Newfoundland and overseas countries has been revised at \$245 million, representing an increase of \$23 million over the amount spent in the year 1946. (3) This gain may be compared with increases of \$46 million in 1945 and \$56 million in 1946. These figures indicate that the rapid growth in the tourist trade which characterized the immediate postwar period and reached a peak in 1946 had tapered off appreciably in 1947. The aggregate travel receipts from all countries of \$245 million consist of \$235 million from the United States and \$10 million from overseas countries including Newfoundland. The American expenditures are only 9 per cent higher than they were in the previous year, (4) but the amount spent by overseas travellers shows a gain of 67 per cent.

Receipts from United States Travel- lers in 1947 classified by Province of Entry into Canada

Not enough is known of the movements of American travellers within Canada to permit a breakdown of the total receipts from the United States of \$235 million according to the provinces in which the expenditures are made. From information which is available regarding ports of entry and exit of American motorists travelling in Canada on customs permits it is possible to ascertain how many of such motorists leave Canada by a province other than that by which they enter. The information goes no further than this however, and there is no way of learning what part of the Canadian visit is in the province of entry and what part is in other provinces. There is an indication that the extent of interprovincial travel is not uniform at all provincial boundaries. In proportion to total traffic entering each province it is particularly heavy between British Columbia and the Prairie Provinces, and is relatively light between Ontario and Quebec. Further information on this topic is presented in Table 13. With regard to travellers entering Canada by other methods of transportation such as train, bus, boat or plane, there is less information regarding interprovincial travel. In important instances persons entering certain provinces by railway are destined to other provinces.

TABLE 1. - DISTRIBUTION OF UNITED STATES TRAVEL EXPENDITURES IN CANADA BY PROVINCE
OF ENTRY, 1945-1947.

<u>Province of Entry</u>	<u>Percentage of Total</u>		
	<u>1945</u>	<u>1946</u>	<u>1947⁽²⁾</u>
Maritimes (1)	6.7	6.3	7.4
Quebec	17.5	21.0	19.3
Ontario	58.6	50.9	53.3
Manitoba	2.3	3.1	2.9
Saskatchewan .....	.8	1.4	1.5
Alberta .....	.7	1.3	1.8
British Columbia	13.4	16.0	13.8
TOTAL	100.0	100.0	100.0

(1) Entering mainly through ports in New Brunswick.

(2) Data for 1947 are subject to revision.

(3) Receipts from all countries in 1946 are revised at \$222 million.

(4) Receipts from the United States in 1946 are revised at \$216 million.

Although it is not possible to divide total expenditures by travellers according to the provinces in which the expenditures are made, it is possible to divide them according to the provinces through which the travellers enter Canada. Such figures are, of course, only generally indicative of provincial receipts from foreign travel, being subject to a unknown volume of inter-provincial travel. In Table 1 is given a distribution of United States travel expenditures in Canada by province of entry for the years 1945, 1946, and 1947. To facilitate comparison between annual data, the distribution has been presented in the form of percentages of the total expenditures per year. The table shows that the provinces generally remained in the same order of rank in each year. The year 1946, the first full year without wartime restrictions on travel, brought a decrease in the relative volume of travel through Ontario ports of entry, which are close to the large centres of population in the United States, and increases in the entries into the Western provinces, located far from the larger American cities.

Receipts from United States Travel-
ers in 1947 Classified by Type of
Transportation used to Enter Canada

The most encouraging feature of the tourist trade with the United States in 1947 was the strong showing made by automobile traffic which before the war formed

the backbone of the tourist trade in Canada. The total number of entries into Canada by American cars during the year was 5.8 million, an increase of 12 per cent over the year before. They consisted of 1.7 million entries on customs permits and 4.1 million entries by short term or local vehicles. Customs permits are issued to all motorists who remain in Canada longer than 48 hours or who return to the United States via a border point other than that at which they enter. From the point of view of expenditures they constitute the more important part of the automobile traffic entering Canada. On the assumption that each car entering Canada on a customs permit contains three persons, the 1.7 million vehicles entering on permits represents an inflow of more than 5 million travellers of a type which makes substantial expenditures in this country. The volume of permit-holding traffic entering Canada in 1947 broke the previous record established in 1946, which, in turn, had replaced prewar high marks established in 1931 and 1937 when total entries numbered 1.5 million and 1.4 million respectively. Expenditures in Canada in 1947 by all non-resident motorists totalled \$112 million, and came within \$10 million of equalling the aggregate amount spent by persons crossing the international boundary by all other means. As an indication of the post-

Table 2 - EXPENDITURES IN CANADA OF TRAVELLERS FROM THE UNITED STATES, BY TYPE OF
TRANSPORTATION, 1941-1947
(Millions of Canadian Dollars)

Type of Transportation	1941	1942	1943	1944	1945	1946	1947(x)
(a) Automobile	54.0	26.0	11.0	24.4	50.3	96.0	112.2
(b) Rail	28.0	32.0	49.0	67.2	64.3	61.4	55.3
(c) Boat	7.0	4.0	6.0	7.9	13.0	17.3	21.8
(d) Bus (Exclusive of local bus)	7.0	6.0	5.0	6.3	11.0	15.5	16.9
(e) Airplane	3.0	3.0	3.0	3.2	5.3	10.3	13.1
(f) Other (pedestrians, local bus, etc.)	8.0	8.0	1.0	1.5	10.3	13.3	14.1
TOTAL	107.0	79.0	87.0	116.6	163.3	216.1	234.7

(x) Data for 1947 are subject to revision.

war recovery made by international motor traffic, 1947 receipts of \$112 million were more than six and a half times what they were in 1943 when the use of the automobile was severely curtailed by gasoline and tire rationing and other wartime restrictions.

Receipts from travellers arriving by train reached a peak of \$67 million in 1944, a condition resulting directly from restricted automobile traffic during the war. The high level achieved in that year has been reduced in successive years as travel by car came back into common use, until by 1947 it stood at \$56 million. However, even this amount is well above prewar levels. The number of travellers entering Canada by train during 1947 exclusive of in-transit traffic across Southern Ontario was 648,000, a decline of 6 per cent from the year before. Practically all of the in-transit traffic consists of through passengers on American railways operating between Detroit and Buffalo, and their expenditures in Canada are considered to be negligible.

Through bus services, operating between interior points in Canada and the United States, brought 442,000 passengers to Canada in 1947, an increase of 9 per cent over the previous year. These figures include in-transit passengers as they have opportunities to make limited purchases while en route through Canada. Expenditures of travellers entering Canada by through bus, including a nominal amount for in-transit traffic, totalled \$17 million, or just over a million dollars more than the year before. Passengers on local bus services operating between border communities such as the tunnel service between Detroit and Windsor are included in the residuary classification, "Other Travellers".

The growth of tourist traffic by air during the past decade has been spectacular. At the beginning of the war receipts from plane passengers barely amounted to a million dollars a year. By 1947 they had reached \$13 million annually and were showing a more rapid rate of increase than was shown by any other means of travel. The number of air travellers in the year was 113,000 or 3 per cent more than in

1946. This total includes 9,000 passengers who flew across Yukon Territory in-transit between the United States and Alaska.

Receipts from travellers entering Canada by boat have made a continuous recovery from the low mark of 1942 when vessels of all kinds were either directly or indirectly involved in the war effort. Expenditures in Canada in that year were only \$4 million. Five years later in 1947 they were \$22 million. Resumption in the summer of 1947 of the popular steamship service between Boston and Yarmouth was an important contributing factor. Sample expenditure data obtained from boat passengers in the months of July, August, and September, when most of the boat travel takes place, were considerably higher than in the year before. Higher expenditures per person in 1947 were responsible for an increase in receipts over the previous year, although the number of persons involved showed a decrease. The classification "boat traffic" does not include ferry passengers proceeding directly across rivers and other short stretches of water between Canada and the United States.

All United States travellers to Canada who are not included in one or other of the classifications referred to above are grouped for convenience into a residuary classification called "Other Travellers". This group includes persons proceeding on foot and by ferry, taxi, motorcycle, bicycle, and local bus. The volume of this traffic reaches large proportions at such ports as Windsor, Fort Erie, Niagara Falls, and St. Stephen. The total number of visits was close to 5 million in both 1946 and 1947, and higher expenditures per person in 1947 raised receipts from \$13 million to \$15 million.

Receipts from United States Travel-
lers in 1947 Classified by Length of
Stay in Canada

The total number of entries into Canada by residents of the United States in 1947 was close to 23 million. Included in this total are many different types of travellers, ranging from residents of border communities whose visits generally

last for less than 24 hours to summer residents whose stays are measured in weeks or months. Average expenditures in Canada by these visitors range from a few dollars for casual visits of a day or less to more than \$400 per season by owners and tenants of summer residences. The short term visits are very numerous arising out of the close social and economic relationships between border communities such as those in the Windsor-Detroit region and the St. Stephen-

Calais region. In many communities located on or close to the border there exists an interdependence with the neighbouring locality on the other side of the border resulting in heavy local traffic between Canadian and American centres. Although the short term visits are high in number, as a result of their low average expenditure they account for a comparatively small part of the total receipts from the United States.

Table 3. - EXPENDITURES OF UNITED STATES TRAVELLERS IN CANADA BY LENGTH OF STAY

Preliminary Statement, 1947

Mode of Travel	Number of Persons	% of Grand Total	Expenditures \$	% of Grand Total
<u>A. Short Term Traffic</u>				
Auto:				
Local Traffic	7,484,000	33.00	14,200,000	6.05
Repeat trips of permit holders	3,134,000	13.82	-	-
Tourist Class, 1 Day	1,868,000	8.24	6,200,000	2.64
Tourist Class, 2 Days	922,000	4.06	8,100,000	3.45
Commuters	3,000	0.01	400,000	0.17
Local permit holders	11,000	0.05	400,000	0.17
Rail, in-transit	832,000	3.67	-	-
Bus, in-transit	101,000	0.44	250,000	0.11
Airplane, in-transit	9,000	0.04	22,000	0.01
Other travellers	4,828,000	21.29	14,800,000	6.31
TOTAL	19,192,000	84.62	44,372,000	18.91
<u>B. Long Term Traffic</u>				
Auto:				
Tourist Class, more than two days	2,035,000	8.97	78,400,000	33.40
Summer Residents	26,000	0.12	4,500,000	1.92
Rail	648,000	2.86	55,900,000	23.82
Bus	341,000	1.50	16,650,000	7.09
Airplane	104,000	0.46	13,078,000	5.57
Boat	334,000	1.47	21,800,000	9.29
TOTAL	3,488,000	15.38	190,328,000	81.09
GRAND TOTAL	22,680,000	100.00	234,700,000	100.00

In Table 3, visits of two days or less are classified in Section A as "Short term traffic" and all visits of longer duration are designated in Section B as "Long term traffic." The table shows that the longer term travellers account for the larger part of the expenditures. While they represent only a minor part of the total movement of persons to Canada their expenditures contribute the major part of the total outlays. In 1947 more than 81 per cent of the total expenditures of \$235 million were made by longer term travellers, who accounted for only 15 per cent of the 23 million border crossings made by American residents during the year. Of the 19 million short term visits, more than 13 million were made by motorists, almost a million were made by in-transit rail and bus passengers, and just under 5 million were in the residuary classification, "Other Travellers". There has been little change in the relationship between long and short term visits in recent years. The number of short term entries of two days or less expressed as a percentage of the total number of entries in the years 1945, 1946 and 1947 were respectively 85.8, 84.3 and 84.6. Data in Table 3 are subject to revision at a later date. Final data for the year 1946 are shown in the same form in Table 18. Very comprehensive information is available regarding the length of stay of the tourist class of non-resident motorists entering Canada on customs permits. This information is presented for the year 1946 in Table 11.

Average Expenditures per car of
United States Motorists Entering
Canada on Customs Permits

Customs permits, valid for periods up to 12 months, are issued to American motorists who desire to keep their cars in Canada longer than 48 hours or who plan to leave the country at some point other than the place of entry. In practice it has been found that four distinct types of motorists apply for customs permits. Three of these are numerically small, but the number of days they spend in Canada during a year is comparatively large and expenditures per car are consequently high. They are summer residents, commuters (working in Canada and dwelling in the United States,) and residents of border communities, known as "locals", who make frequent visits of short duration to Canada. Each motorist in these three groups is issued one permit per year which entitles him to make as many trips across the border as he chooses during the period of validity of the permit. Average expenditures per car, reported by these classes in 1947 were as follows: summer residents \$410, commuters \$345, and locals \$85. In the aggregate the three classes constitute less than 1 per cent of the total number of permit-holders, but due to their high rates of expenditure they contribute 5 per cent of the total expenditures of all permit-holding cars. All other permit-holders, comprising 99 per cent of the total number, constitute the fourth group, known as the "Tourist Class". Average expenditures reported by the tourist class in 1947 were \$60 per car.

Table 4. - AVERAGE DECLARED EXPENDITURES PER CAR OF NON-RESIDENT MOTORISTS ENTERING
CANADA ON CUSTOMS PERMITS, BY CLASS OF PERMIT

<u>Class of Permit</u>	<u>1942-1947</u>					
	<u>1942</u>	<u>1943</u>	<u>1944</u>	<u>1945</u>	<u>1946</u>	<u>1947(x)</u>
	\$	\$	\$	\$	\$	\$
Tourists	32.47	40.37	41.97	50.04	55.77	60.00
Commuters	207.14	258.53	270.56	391.50	374.62	345.00
Summer Residents	353.84	329.40	289.01	446.82	502.64	410.00
Locals	53.55	65.78	57.75	80.42	98.92	85.00

(x) Data for 1947 are subject to revision.

TABLE 5. - AVERAGE DECLARED EXPENDITURES PER CAR OF MOTORISTS OF THE "TOURIST CLASS OF CUSTOMS PERMITS, BY PROVINCE OF EXIT, 1942-1946

Province of Exit	1942	1943	1944	1945	1946
	\$	\$	\$	\$	\$
Maritimes	31.02	31.66	36.96	58.85	89.86
Quebec	27.61	30.49	33.13	53.76	62.55
Ontario	31.30	40.38	40.94	44.93	46.73
Manitoba	50.61	47.96	65.35	82.91	89.39
Saskatchewan	41.92	45.57	51.21	70.20	77.61
Alberta	65.70	81.26	119.64	146.78	123.71
British Columbia	41.56	57.37	57.66	84.14	84.96
Total Canada	32.47	40.37	41.97	50.04	55.77

Table 5 reveals that the average expenditure per car by motorists in the tourist class varies widely between provinces. In 1946 these expenditures ranged from \$47 in Ontario to \$124 in Alberta, and reflected varying conditions of travel in different parts of Canada. The proximity of Ontario to large centres of population across the border encourages more visits of short duration than are made in other provinces. In-transit traffic across Southern Ontario is another factor tending to depress average expenditures in that province. Expenditures in Alberta are influenced by elaborate mountain resorts located there, and by the distances separating the border from the larger centres of population. As an illustration, an American car must travel at least 700 miles to reach Edmonton and return to the United States. Heavily weighted by the large volume of traffic into Ontario the average expenditure for the Dominion was only \$56 per car.

When data for 1946 are compared with those for previous years it is seen that the average amount of money expended per car has been increasing year by year in each province, with the exception of a drop in Alberta in 1946 which is probably due to exceptional expenditures in the year 1945 in connection with the Alaska Highway and the development of military airports. The

Maritime Provinces recorded the greatest rise in 1946 over 1945 with an increase of 53 per cent. Increases in other provinces were more moderate and ranged from 16 per cent in Quebec to 1 per cent in British Columbia.

Analysis of Statistics Respecting "Tourist Class" of United States Motorists According to Length of Stay in Canada

In Tables 11 and 11-A, United States permit-holding motor traffic is analysed by length of stay in Canada, and data for 1946 are presented according to number of days stay in Canada for each of the following items:

- Number of cars to which permits are issued.
- Average expenditures per car.
- Total expenditures of all cars.
- Total number of car-days.
- Average expenditure per car per day.
- Average number of persons per car.
- Total number of persons travelling in all cars.
- Total number of person-days.
- Average expenditure per person per day.

In addition, data in items (a) and (c) are presented in the form of percentages

of the total traffic.

Removal of official restrictions on motoring in both Canada and the United States in the latter part of August 1945 had a direct effect on the pattern of United States motoring in Canada when considered with regard to length of time spent in Canada. The restrictions were removed after the peak of the 1945 season had been reached. As a result American motorists did not have much opportunity to plan and carry out Canadian vacations in the year 1945, and little change is apparent from the year before with regard to the length of time spent in Canada. The number of permits issued for visits of 24 hours or less in 1945 was 41.8 per cent of the total number of permits issued. In 1944 the percentage was practically the same, 41.5. In 1946 however the proportion of one day visits dropped to 36.8 per cent, which is close to what it was in 1941 before restrictions on the sale of gasoline went into effect. A relatively larger number of permits was issued in 1946 than in 1945 for visits lasting for 2, 3, 4, 5, 6, and 7 days, with the result that visits of one week's duration were of about equal occurrence in each of the two years. With regard to visits of more than one week there is little difference between the 1946 and 1945 patterns.

Average length of stay for all cars in 1946 at 4.95 days was practically the same as in the year before when it stood at 5.04 days. Average number of persons per car at 3.06 showed little change from 3.10 in 1945. Average expenditures per person per day advanced from \$3.42 to \$3.83.

More than half of all permits issued to the tourist class in 1946 were valid for periods of 2 days or less. The number of permits is at a peak in the one day class and falls off rapidly as length of stay increases. Expenditures, however, are greatest in the three day group, and decline less rapidly than the number of permits because of the higher average expenditures of longer stay cars. Average expenditure per car per day in the one day class is at the relatively low level of

\$9.30 as it does not customarily involve overnight accommodation. Maximum daily expenditure is reached in the four day class at \$16.63. A gradual decline is in evidence as the length of stay increases until cars remaining for three months or more report daily disbursements of only \$3.36, suggesting that the occupants are living in cottages or staying with relatives.

The average number of persons per car (including the driver) is at a maximum in the one day class and has a general tendency to decline with the length of stay. However, intermediate peaks are observed at the 8-day and 15-day marks coinciding with vacations of one and two week's duration. This pattern is confirmed in the average expenditures per person per day where the lows at the 8 and 15 day periods suggest the presence of family groups enjoying one and two week's holidays.

The predominance of short-stay cars in the tourist class of permit-holders is partly due to a large volume of in-transit travel, particularly across the peninsula of Southern Ontario between the states of New York and Michigan. American motorists travelling between Detroit and Buffalo can save at least 100 miles by taking the Canadian shortcut. The volume of in-transit traffic in 1946 between the selected ports indicated in Table 12 was more than double that of 1945, while the total number of permits issued to all types of motorists in 1946 increased only 74 per cent over 1945, indicating that the in-transit group made a faster than average recovery in 1946. The volume of one and two-day permits between selected ports totalled 250,000 in 1946, or 31 per cent of the total of such permits issued during the year. The corresponding percentage in 1941 before restrictions on motoring went into effect was 39, while in 1944 and 1945 under restricted conditions it was 16 and 23 respectively.

The in-transit traffic across Southern Ontario is supplemented by a smaller

volume of similar traffic which cuts across short stretches of Quebec and British Columbia. The Quebec traffic increased by 58 per cent in 1946 and the British Columbia traffic practically doubled.

In addition to its influence upon the volume of travel, it is probable that in-transit traffic has a depressing influence upon the average expenditure per car in the short stay groups. It seems reasonable to suppose that persons travelling in-transit for the sake of convenience will spend less money than those who are travelling for pleasure although the duration of their stay in Canada may be about the same.

Analysis of United States Motor
Traffic to Canada by Ports of
Entry and Exit

No direct record is kept of the movements of American motorists within Canada. However, the ports of entry into Canada and exit from Canada of all American motorists travelling on customs permits are known, and examination of a sufficient number of permits according to port of entry and corresponding port of exit discloses the routes within Canada which attract the greatest number of American motorists. Due to the large number of points at which the border is crossed it is not practical to analyse all American motor traffic according to individual ports of entry and exit, but an analysis is made each year of the traffic returning to the United States by provinces other than the province of entry, and of the traffic between groups of ports in Ontario which handle particularly heavy volumes of traffic. The analysis embraces all permit-holding cars returning to the United States in the period of four months from June to September, the period during which most of the pleasure travel to Canada is concentrated. The analysis understates the total volume of travel between different provinces and between different border regions of Ontario to the extent that cars enter and leave by the same province after visiting other provinces, or enter and leave by the same region in Ontario after visiting other regions in that Province. For this reason

the figures should be construed as minimum data on interprovincial and interregional travel. The data on minimum interprovincial motor travel in Tables 13 and 14 show the number of American cars entering Canada in 1946 by one province and returning to the United States by another. As a measure of the relative importance of interprovincial traffic the number of cars returning to the United States by a province other than that of entry is expressed in the second column of Table 13 as a percentage of the total number of cars entering Canada through each province. The data show a wide range in the extent of interprovincial travel in different parts of the country, ranging from 6 per cent of the total number of entries in Ontario to 38 per cent of the entries in Alberta. The aggregate number of border crossings between Quebec and Ontario is greater than that between any two other provinces, but in proportion to the total volume of American cars entering those provinces the interprovincial traffic is comparatively light. Much heavier in proportion to the total volume of United States cars is the flow of traffic across the continental divide between British Columbia and Alberta.

There are well defined preferences on the part of Americans regarding the direction in which motor tours through Canada should be taken. In 1946, 5,800 cars travelled from Ontario and Quebec to the Maritime Provinces as against only 3,500 moving in the opposite direction. The same preference is observed in each year back to 1941 when interprovincial statistics of this nature were first recorded. There is a similar preference for entering by Ontario before Quebec or Manitoba. The proximity of Ontario border crossings to large centres of population in the United States is no doubt responsible for the preference, as Americans planning pleasure tours to Canada are likely to take the most direct route to the Canadian border. Similar preferences exist with respect to the direction in which the more popular motor tours in Ontario are taken.

In 1946, almost 61 per cent of all permit-holding cars entered Canada through ports of entry in the Province of Ontario. The six routes within Ontario which were followed by the greatest number of American cars in the period of four months from June to September 1946 are as follows: The route first in importance extends from Windsor, Sarnia and other ports on the St. Clair and Detroit Rivers to Fort Erie and Niagara Falls. Eastbound traffic comprised 68,400 cars and westbound 65,000 during the period under observation. This is the principal route followed by American cars travelling in-transit through Canada, and as 86 per cent of the westbound and 80 per cent of the eastbound traffic remained in Canada for two days or less it may be presumed that most of the cars which follow this route are in-transit.

The second most popular itinerary was to enter Canada at Fort Erie or Niagara Falls and to return to the United States by either the Roosevelt Bridge or the New York Central Bridge over the St. Lawrence River, or by one of the ferries operated across the St. Lawrence at Bockville, Prescott and other points. Cars following the route as described numbered 11,800, while those travelling in the opposite direction totalled 6,600.

The third route in volume of traffic commenced at Ontario points of entry on the St. Lawrence River, returning to the United States by way of the Province of Quebec. 9,800 cars travelled this route easterly and 8,100 westerly. These figures do not include cars which travelled from Ontario across the Province of Quebec to the Maritime Provinces.

The fourth route, from St. Clair and Detroit River ports to St. Lawrence River ports, involves a minimum of 350 miles within Ontario and was followed in 1946 by 3,400 eastbound and 2,600 westbound cars. The fifth and sixth routes are between Sault Ste. Marie and the St. Clair-Detroit River ports, and between Sault Ste. Marie and Fort Erie-Niagara Falls. Volume of traffic on these routes was respectively 2,700 and 2,200 cars. These are the longest of the principal American motor routes through Ontario and involve minimum distances

of 700 and 550 miles for all except a comparatively small number of cars which take the short cut by ferry between the North end of the Bruce Peninsula and Manitoulin Island.

Analysis of Non-resident Motorists in Canada, by State or Country of Residence

Close to 95 per cent of all United States motorists entering Canada each year come from the narrow strip of states which form the Northern boundary of the United States. This strip of land is close to 3,000 miles long and most of it is only a few hundred miles in width. It contains the most densely populated areas of the United States, its biggest cities, and its most heavily industrialized districts. The proximity to Canada of millions of people with money to spend has played as important a part in the growth of American travel to Canada as have the attractions of the Canadian vacation areas.

It may be assumed that practically all of the non-permit traffic originates in states adjoining the border. If the non-permit traffic is disregarded, it is found that more than 80 per cent of the cars entering Canada on customs permits come from the border states. Of the permit traffic originating in States which do not touch the border, the great majority of the cars come from New England States which are not far removed from the border, and from the two Pacific States of Oregon and California. The border states supplemented by these half dozen additions normally produce 95 per cent of the permit-holding cars which enter Canada. In Table 15 is presented the number of permit-holding cars entering Canada in 1946 and earlier years classified by state and country of residence. For convenience in analysis, the border states and the other six states which have been referred to above are grouped into four main areas, with a residue comprising the remainder of the country.

The North-Eastern States comprising the area from Pennsylvania to Maine, are

the source of approximately half of the permit-holding cars destined to Canada. From New York State alone in 1946 came more than a third of a million cars, or more than a fifth of the entries from all states. The states bordering on the Great Lakes furnish close to a third of all entries, with the bulk of the regional total originating in Michigan. In this group, Wisconsin sent four times as many cars in 1946 as in 1945 and Illinois and Indiana each sent more than three times as many. The North-Western Inland Border States of Minnesota, North Dakota and Montana, although aggregating 1,200 miles on the international boundary, furnished only 3 per cent of the total number of entries. The West Coast States of Washington, Oregon and California supplied 12 per cent of the total traffic, Washington furnishing more than twice as many cars as Oregon and California together. California however, made the greatest proportional gain

1946 over 1945 of any state in the country, sending four and a half times as many cars in 1946 as in the previous year. All states other than those which have been specified furnished the remaining 5 per cent of the total number of entries originating in the United States. In addition about 700 cars travelled from Alaska via the Alaska Highway and a few hundred were brought by travellers from overseas

countries or were driven across the United States from Mexico and Central American countries.

In Table No. 16 the investigation into permit-holding motorists by state and country of residence has been carried further, and separate data are presented for each state with respect to number of entries into Canada, total expenditures in Canada, and average expenditure per car. As might be expected, the states furnishing the largest number of entries provide the greatest volume of expenditures, but the correlation is not perfect due to a fairly wide range between states in average expenditures per car. This range in expenditures is influenced by the duration of the visit in Canada and by the rate of spending throughout the visit. The states in which most of the in-transit traffic originate, New York and Michigan, have low average expenditures per car. Motorists in Maine, New Hamp-

shire and Vermont are accustomed to making visits of short duration to nearby points in New Brunswick and Quebec and spend at an even lower rate. In these five states average expenditures per car are depressed by the short duration of the average visit. In other parts of the country, however, where no special circumstances shorten the length of visit, average expenditures per car are determined by the rate of spending per day. The states with the lowest expenditure per car (excepting the five states specified above) are the following Southern States with low per capita incomes: Alabama, Arkansas, Georgia, Kentucky, New Mexico and Tennessee. The States with the highest expenditures per car are Oregon, Wyoming, South Dakota, Nevada, Iowa, and Nebraska, all of which have high per capita incomes. The relationship between per capita income and rate of spending on visits to Canada seems to be fairly constant throughout all the states, with the five exceptions mentioned above. The distribution of the states between high spending groups and low spending groups shows little change between 1946 and the preceding year.

EXPENDITURES OF CANADIAN TRAVELLERS VISITING OTHER COUNTRIES

The outstanding development in the tourist trade in the year 1947 was the drop in net credits compared with the previous year. In each of the three preceding years Canadian disbursements in other countries had increased over the year before, but receipts from foreign travellers had increased at a faster rate. The year 1947 brought a reversal of this trend, with a gain in debits of \$31 million and a gain in credits of only \$23 million. Thus 1947, the year with the greatest intake from foreign travellers on record, was on balance a less profitable year than 1946 when total receipts were smaller.

Total expenditures of Canadian travellers in other countries in 1947 are estimated at \$167 million, just over twice the amount spent two years before in 1945, and \$31 million more than the previous record established in 1946. (3)

For purposes of comparison with prewar

expenditures by Canadians in all countries in 1946 are revised at \$115 million

data, the average expenditures for the period of ten years immediately preceding the war were \$73 million, and the prewar high in 1929 was \$108 million. The total Canadian expenditures of \$167 million comprise \$152 million spent in the United States and \$15 million spent in other countries. The amount which went to the United States is 17 per cent more than the sum spent in that country in 1946 (4), and the overseas expenditures are two and a half times their size in 1946. Reflecting the highest national income in Canadian

history, the increase in Canadian expenditures in the United States can be attributed not only to increased volume of traffic but to a rise in the average expenditure per person in almost all types of travel. Higher prices for practically all the goods and services bought by the traveller have contributed to the rise in expenditures, as have increased purchases of foreign merchandise declared to the Canadian Customs by returning Canadians prior to November 1947 when import restrictions were imposed.

TABLE 6. - EXPENDITURES OF CANADIAN TRAVELLERS IN THE UNITED STATES BY TYPE OF
TRANSPORTATION USED TO RE-ENTER CANADA

1941-1947

(Millions of Canadian Dollars)

Type of Transportation	1941	1942	1943	1944	1945	1946	1947 ^(x)
(a) Automobile	3.8	2.6	1.9	3.8	7.5	21.7	32.6
(b) Train	8.5	13.9	22.0	33.1	39.4	49.6	52.2
(c) Boat	0.7	0.5	0.7	1.1	1.8	3.2	4.1
(d) Bus (Exclusive of local bus)	1.5	2.6	3.2	8.7	17.0	28.5	34.6
(e) Airplane	1.2	1.1	1.2	2.4	4.1	8.8	9.0
(f) Other (pedestrians, local bus, etc.)	2.6	3.7	4.7	7.9	11.0	18.1	19.8
TOTAL	18.3	24.4	33.7	57.1	80.9	129.9	152.3

(x) Data for 1947 are subject to revision

As a means of conveying Canadian travellers to the United States the automobile has always played a less important role than it does in bringing American travellers to Canada. In 1947 it ranked third after train and through bus when considered in relation to expenditures of Canadian travellers in the United States. However, automobile traffic is increasing more rapidly than bus traffic and it is probable that future years will

bring a reversal of the relative positions of these two means of conveyance. Expenditures of Canadian motorists in the United States in 1947 totalled \$33 million, of which \$26 million was spent on trips of 24 hours or longer duration, and \$7 million on shorter visits. When compared with 1946 data the longer term expenditures are up 56 per cent and shorter term 32 per cent.

(4) Expenditures by Canadians in the U.S.A. in 1946 are revised at \$130 million.

In the following statement is shown the pronounced rise in recent years in average expenditures in the United States declared by Canadian motorists on their return to Canada. The increase in the rate of spending by Canadian motorists in the United States in 1946 and 1947 has been much greater than the corresponding increase in the rate of spending by American motorists in Canada. A reference to Table 4 above on page 7 shows that average expenditures in Canada per car reported by non-resident motorists of the "Tourist" class rose from \$50 in 1945 to \$60 in 1947, in contrast with the following increases reported by Canadian motorists in the United States during the same period.

AVERAGE DECLARED EXPENDITURES PER
CAR BY CANADIAN MOTORISTS IN THE
UNITED STATES, 1945-1947

<u>Length of Stay</u>	<u>1945</u>	<u>1946</u>	<u>1947</u>
	\$	\$	\$
24 hours or less	2.70	3.65	4.15
24 - 48 hours	28.36	45.03	51.64
More than 48 hours	81.21	131.20	160.09

Expenditures of Canadians returning from the United States in 1947 by train showed an increase of 5 per cent over those recorded a year before. The increase was entirely due to higher spending per passenger, as the number of travellers showed a slight decline in 1947. Expenditures of train passengers at \$52 million were more than the aggregate expenditures of persons travelling by car, boat, and plane.

Through bus services carry more Canadians to the United States than Americans to Canada, and the expenditures of the Canadians travelling in the United States in 1947 were more than twice as much as the receipts from the Americans in Canada. Total expenditures in the United States in 1947 were \$35 million, an increase of 22 per cent over the previous year. These figures do not include passengers of local bus services operating between border communities.

Boats and airplanes are relatively unimportant as means of conveyance of Canadian travellers to the United States. The number of Canadian residents returning from the United States in 1947 by boat and plane were respectively 101,000 and 65,000. Heavier spending and longer visits by plane passengers brought their total disbursements in the United States to \$9 million as against \$4 million by boat passengers. When compared with similar data for the year 1946 the expenditures of boat passengers rose 28 per cent and those of plane passengers rose only 2 per cent.

Residents of Canada returning from the United States on foot and by ferry, local bus, and other means of transportation not referred to in the preceding paragraphs are classified as "Other Travellers". The border crossings of these persons numbered 7.5 million in 1947, slightly more than the 7.4 million border crossings in 1946. Expenditures per person by this group are small, but in the aggregate they totalled \$20 million during the year.

Prior to November 17 when the dollar conservation program was put into effect, expenditures by Canadian travellers on United States merchandise were considerably greater in 1947 than in 1946. Such purchases declared under the \$100 Customs exemption privilege in the 12 months of 1947 totalled \$16 million as compared to \$9 million in both 1946 and 1939. Clothing was the most popular item and was purchased to the extent of more than \$6 million. Furniture and household appliances, radios, and boots and shoes, were included to the extent of over a million dollars each, as well as smaller amounts of a variety of other commodities.

The following table classifies the number of Canadian travellers to the United States and their expenditures in the year 1947 according to two groups: A short term group who remained abroad for visits of two days

or less, and a long term group who remained for longer periods. The general pattern of the data and the relationship between number of travellers and their expenditures in the short and long term

groups is similar to that shown in Table 3 above respecting American Travellers visiting Canada. Corresponding data for the year 1946 are presented in Table 23.

TABLE 7. - EXPENDITURES OF CANADIAN TRAVELLERS IN THE UNITED STATES BY
LENGTH OF STAY
1947

Mode of Travel	Number of Persons	% of Grand Total	Expenditures \$	% of Grand Total
A. Short Term Traffic				
Motorists - One Day	5,032,745	34.94	6,966,307	4.57
Two Days	209,717	1.46	3,533,996	2.32
Rail, in-transit	10,020	.07	-	-
Other Travellers (pedestrians, local buses, ferries, etc.)	7,479,197	51.93	19,780,000	12.99
Total	12,731,679	88.40	30,280,303	19.88
B. Long Term Traffic				
Motorists - More than two days	425,728	2.96	22,105,818	14.51
Rail	575,657	4.00	52,227,000	34.29
Through Bus	503,416	3.49	34,627,000	22.73
Airplane	65,029	.45	8,978,000	5.89
Boat	100,861	.70	4,117,420	2.70
Total	1,670,691	11.60	122,055,238	80.12
GRAND TOTAL	14,402,370	100.00	152,335,541	100.00

OVERSEAS TRAVEL, INCLUDING TRAVEL
BETWEEN CANADA AND NEWFOUNDLAND

Travel between Canada and overseas countries shrank to negligible proportions during the war, and made a comparatively slow recovery in the immediate postwar period due to reduced tonnage of shipping and to priority for returning service personnel. Unsettled conditions in Europe and limited travel accomodation discouraged Canadians from travelling overseas, and official currency restrictions by the United King-

dom and other European countries restrained overseas travel to Canada. In spite of these handicaps, overseas travel had made substantial progress by the summer of 1946, and increased at a more rapid rate in the following year. Credits received from overseas visitors doubled the 1945 figure of \$3 million in 1946 and increased to \$10 million in 1947. Debits resulting from Canadian expenditures overseas advanced at an even faster

rate, from \$2 million in 1945 to \$6 million in 1946 and \$15 million in 1947.

The number of non-resident travellers by ship entering Canada through Canadian ocean ports in 1947 exclusive of immigrants, was 20,000, of whom 14,900 came from Newfoundland, 3,800 from the United Kingdom and 1,300 from other countries. These visitors were supplemented by about 2,500 transatlantic air passengers flying direct to Canada and an estimated 14,000 arrivals by air and water via United States ports, making a total of 36,500 persons. In 1939, by way of comparison, the total number of entries was 25,600. Steamship passengers arriving at Canadian ports numbered 23,400, of whom 7,200 came from Newfoundland, 9,400 from the United Kingdom and 6,800 from other countries. Arrivals by way of New York and other American ports numbered only 2,200. Al-

though the total volume of traffic was greater by 10,900 persons in 1947, expenditures were less than in 1939 due to the difference in composition of the traffic in the two years. The 1947 traffic contained a larger proportion of travellers from Newfoundland, who customarily stay for shorter periods and spend less than travellers from more distant countries.

The total number of Canadians returning to Canada in 1947 after visits to overseas countries was approximately 37,000, of whom 8,300 went no further than Newfoundland. This total is practically the same as the number of Canadians returning in 1938, the last prewar year in which European travel was not adversely affected by threats of war. Much of the Canadian travel to Europe during 1947 was for the purpose of visiting relatives rather than for sightseeing.

TABLE 8. - EXPENDITURES OF OVERSEAS TRAVELLERS

1938-1947

(Millions of Canadian Dollars)

Year	Credits From Overseas Countries, In- cluding New- foundland	Debits To Overseas Countries, Including Newfoundland	Net Credits (+) or Debits (-)
1938	15	20	-5
1939	12	14	-2
1940	7	3	+4
1941	4	3	+1
1942	3	3	-
1943	2	3	-1
1944	3	3	-
1945	3	2	+1
1946	6	6	-
1947 (x)	10	15	-5

(x) Data for 1947 are subject to revision.

Table 9. - Expenditures of Foreign Travellers in Canada 1941-1947
(Millions of Canadian Dollars)

<u>1. Travellers from the United States</u>							
	<u>1941</u>	<u>1942</u>	<u>1943</u>	<u>1944</u>	<u>1945</u>	<u>1946</u>	<u>1947^(x)</u>
Means of Travel:							
(a) Automobile	54.0	26.0	17.0	24.4	56.9	98.0	112.2
(b) Rail	28.0	32.0	49.0	67.2	64.3	61.4	55.9
(c) Boat	7.0	4.0	6.0	7.9	13.0	17.3	21.8
(d) Bus (Exclusive of local bus)	7.0	6.0	5.0	6.3	12.9	15.8	16.9
(e) Airplane	3.0	3.0	3.0	3.2	5.6	10.3	13.1
(f) Other (pedestrians, local bus, etc.)	8.0	8.0	7.0	7.5	10.6	13.3	14.8
TOTAL, U.S.A.	107.0	79.0	87.0	116.6	163.3	216.1	234.7
<u>2. Travellers from Overseas Countries</u>							
(Including Newfoundland) ...	4.0	2.9	2.5	2.9	3.0	6.4	10.0
TOTAL, All Countries ...	111.0	81.9	89.5	119.5	166.3	222.5	244.7

(x) Data for 1947 are subject to revision.

Table 10. - Expenditures of Canadian Travellers in Foreign Countries 1941-1947
(Millions of Canadian Dollars)

<u>1. Travellers to the United States</u>							
	<u>1941</u>	<u>1942</u>	<u>1943</u>	<u>1944</u>	<u>1945</u>	<u>1946</u>	<u>1947^(x)</u>
Means of Travel:							
(a) Automobile	3.8	2.6	1.9	3.8	7.5	21.7	32.6
(b) Train	8.5	13.9	22.0	33.1	39.4	49.6	52.2
(c) Boat	0.7	0.5	0.7	1.1	1.8	3.2	4.1
(d) Bus (Exclusive of local bus)	1.5	2.6	3.2	8.7	17.0	28.5	34.6
(e) Airplane	1.2	1.1	1.2	2.4	4.1	8.8	9.0
(f) Other (pedestrians, local bus, etc.)	2.6	3.7	4.7	7.9	11.0	18.1	19.8
TOTAL, U.S.A.	18.3	24.4	33.7	57.1	80.9	129.9	152.3
<u>2. Travellers to Overseas Countries</u>							
(Including Newfoundland) ...	2.7	3.3	3.5	2.8	2.0	6.0	15.0
TOTAL, All Countries ...	21.0	27.7	37.2	59.9	82.9	135.9	167.3

(x) Data for 1947 are subject to revision.

Table 11. - Number of and Expenditures by Non-Resident Motorists (Tourist Class)
Entering on Traveller's Vehicle Permits, by Length of Stay in Canada, 1946

Days' Stay	Number of Permits	% of Total Permits	Average Expendi- ture per car \$	Esti- mated Expendi- tures \$	% of Total Expendi- tures	Number of Car-Days	Average Expendi- ture per car per day \$
1	533,898	36.79	9.30	4,964,756	6.40	533,898	9.30
2	273,260	18.83	20.33	5,555,980	7.17	546,520	10.17
3	166,203	11.45	49.46	8,220,400	10.61	498,609	16.49
4	105,693	7.28	66.53	7,031,755	9.07	422,772	16.63
5	68,670	4.73	81.37	5,587,678	7.21	343,350	16.27
6	47,661	3.28	97.55	4,649,331	6.00	285,966	16.26
7	40,247	2.77	108.99	4,386,521	5.66	281,729	15.57
8	41,206	2.84	119.13	4,908,871	6.33	329,648	14.89
9	28,924	1.99	130.95	3,787,598	4.89	260,316	14.55
10	20,068	1.38	139.09	2,791,258	3.60	200,680	13.91
11	15,034	1.04	150.67	2,265,173	2.92	165,374	13.70
12	12,800	.88	158.18	2,024,704	2.61	153,600	13.18
13	11,943	.82	159.63	1,906,461	2.46	155,259	12.28
14	12,029	.83	167.45	2,014,256	2.60	168,406	11.96
15	11,956	.82	164.58	1,967,718	2.54	179,340	10.97
16	7,652	.53	179.05	1,370,091	1.77	122,432	11.19
17	5,149	.36	195.18	1,004,982	1.30	87,533	11.48
18	3,607	.25	195.61	705,565	.91	64,926	10.87
19	2,756	.19	191.77	528,518	.68	52,364	10.09
20	2,597	.18	190.31	494,235	.64	51,940	9.52
21	2,204	.15	203.42	448,338	.58	46,284	9.69
22	2,131	.15	202.93	432,444	.56	46,882	9.22
23	1,660	.12	199.89	331,817	.43	38,180	8.69
24	1,423	.10	220.42	313,658	.40	34,152	9.18
25	1,291	.09	251.49	324,674	.42	32,275	10.06
26	1,127	.08	238.43	268,711	.35	29,302	9.17
27	1,095	.08	220.13	241,042	.31	29,565	8.15
28	964	.07	251.21	242,166	.31	26,992	8.97
29	1,037	.07	240.09	248,973	.32	30,073	8.28
30	1,005	.07	223.30	224,417	.29	30,150	7.44
31- 40	8,877	.61	191.87	1,703,230	2.20	302,936	5.62
41- 50	3,103	.21	287.51	892,144	1.15	139,898	6.38
51- 60	2,445	.17	302.79	740,322	.95	136,203	5.44
61- 70	2,594	.18	257.11	666,943	.86	167,887	3.97
71- 80	1,361	.09	352.58	479,861	.62	102,456	4.68
81- 90	1,073	.07	395.57	424,447	.55	91,790	4.62
91-100	1,123	.08	329.80	370,365	.48	106,522	3.48
101-125	1,489	.10	440.60	656,053	.85	167,889	3.91
126-150	1,046	.07	533.17	557,696	.72	143,525	3.89
151-175	929	.06	570.87	530,338	.68	151,596	3.50
176-365	2,043	.14	607.74	1,241,613	1.60	429,864	2.89
Totals	1,451,373	100.00	53.40	77,505,103	100.00	7,189,083	10.78
Av. length of stay						Per car 4.95 days	

N.B. The above data derived from averages for the Dominion for periods of three days and over rather than for each Province, are slightly different from those calculated from Provincial averages.

Table 11A. - Number of and Expenditures by Non-Resident Motorists (Tourist Class)
Entering on Traveller's Vehicle Permits by Length of Stay in Canada, 1946

Days' Stay	Average persons per car	Number of persons	Number of Person - Days	Average Expenditure per person per day
				\$
1	3.27	1,747,744	1,747,744	2.84
2	2.96	808,384	1,616,768	3.43
3	2.92	485,621	1,456,863	5.64
4	2.90	306,241	1,224,964	5.74
5	2.87	197,190	985,950	5.67
6	2.87	137,012	822,072	5.66
7	2.98	119,752	838,264	5.23
8	3.11	128,098	1,024,784	4.79
9	3.03	87,530	787,770	4.81
10	2.96	59,314	593,140	4.71
11	2.93	44,091	485,001	4.67
12	2.94	37,671	452,052	4.48
13	3.01	36,005	468,065	4.07
14	3.11	37,382	523,348	3.85
15	3.12	37,348	560,220	3.51
16	3.00	22,932	366,912	3.73
17	2.84	14,638	248,846	4.04
18	2.81	10,138	182,484	3.87
19	2.75	7,586	144,134	3.67
20	2.76	7,168	143,360	3.45
21	2.77	6,104	128,184	3.50
22	2.74	5,836	128,392	3.37
23	2.71	4,501	103,523	3.21
24	2.63	3,739	89,736	3.50
25	2.70	3,483	87,075	3.73
26	2.60	2,929	76,154	3.53
27	2.67	2,922	78,894	3.06
28	2.60	2,506	70,168	3.45
29	2.65	2,747	79,663	3.13
30	2.61	2,624	78,720	2.85
31- 40	2.75	24,455	831,548	2.05
41- 50	2.51	7,804	351,440	2.54
51- 60	2.50	6,119	340,464	2.17
61- 70	2.55	6,624	428,617	1.56
71- 80	2.43	3,301	248,485	1.93
81- 90	2.35	2,524	215,856	1.97
91-100	2.53	2,838	268,957	1.38
101-125	2.29	3,404	383,519	1.71
126-150	2.42	2,536	347,310	1.61
151-175	2.21	2,054	334,840	1.58
176-365	2.08	4,253	900,889	1.38
Totals	3.06	4,435,148	20,245,175	3.83
Av. Length of Stay			Per person 4.56 days	

Table 12. - Number of One and Two-day Cars (Tourist Class) Travelling on Permit Between Selected Ports of Entry and Exit, 1946

Ports	One-day Cars	Two-day Cars	Total
<u>QUEBEC</u>			
Glen Sutton - Highwater	5,963	(1)	5,963
Highwater - Glen Sutton	6,196	(1)	6,196
Total	12,159		12,159
<u>ONTARIO</u>			
Fort Erie - Niagara Falls	32,573	(1)	32,573
Niagara Falls - Fort Erie	18,815	(1)	18,815
Total	51,388		51,388
Fort Erie - Windsor	22,507	11,219	33,726
Windsor - Fort Erie	21,708	12,252	33,960
Total	44,215	23,471	67,686
Fort Erie - Sarnia	6,063	2,840	8,903
Sarnia - Fort Erie	5,336	2,285	7,621
Total	11,399	5,125	16,524
Niagara Falls - Windsor	15,821	15,236	31,057
Windsor - Niagara Falls	10,531	16,570	27,101
Total	26,352	31,806	58,158
Niagara Falls - Sarnia	9,604	7,350	16,954
Sarnia - Niagara Falls	9,298	8,378	17,676
Total	18,902	15,728	34,630
Windsor - Sarnia	2,473	(1)	2,473
Sarnia - Windsor	3,542	(1)	3,542
Total	6,015		6,015
<u>BRITISH COLUMBIA</u>			
Pacific Highway - Boundary Bay	742	(1)	742
Boundary Bay - Pacific Highway	469	(1)	469
Total	1,211		1,211
Carson - Cascade City	1,341	(1)	1,341
Cascade City - Carson	1,229	(1)	1,229
Total	2,570		2,570
TOTAL (All ports)	174,211	76,130	250,341
Per cent of total one-day and two-day traffic	33	28	31

(1) Cannot be considered as in-transit.

Table 13. - Non-Resident Permit-holding Automobile Traffic in Canada
Minimum Inter-provincial Travel, June - Sept., 1946

<u>Province of Entry</u>	<u>American Cars Returning to the United States by a Province Other than that of Entry into Canada</u>	
	Number	Percentage of all cars entering province
Maritimes	3,533	6.8
Quebec	23,151	12.9
Ontario	33,582	5.6
Manitoba	3,585	21.9
Saskatchewan	1,108	15.1
Alberta	5,375	37.7
British Columbia	5,590	5.3
' All Provinces	75,924	7.8

Table 14. - Number of Customs Permits Issued to Motor Cars of the Tourist Class during the Four Months June to September 1946 by Ports of Entry and Ports of Exit and Number of Day's Stay in Canada

Ports of Entry		Ports of Exit		Number of Permits issued June to September by Length of Stay		
				1 Day	2 Days	3 days & Over
Section I. Traffic Within Ontario						
(a) St. Lawrence River Ports						
	Cobourg			3	11	52
	Toronto			2	3	37
	Fort Erie and Niagara Falls			254	1,276	5,115
	Lake Erie Ports			-	1	1
	St. Clair and Detroit River Ports			306	1,079	1,252
	Sault Ste. Marie			16	84	228
	Total of above			581	2,454	6,685
	St. Lawrence River Ports			16,981	5,066	28,550
	All Ports in the Province of Quebec			705	2,004	7,088
	All Ports in Canada			18,272	9,539	42,868
(b) Cobourg						
	St. Lawrence River Ports			1	3	52
	Toronto			-	-	1
	Fort Erie and Niagara Falls			3	9	136
	Lake Erie Ports			-	-	-
	St. Clair and Detroit River Ports			-	1	8
	Sault Ste. Marie			-	-	1
	Total of Above			4	13	198
	Cobourg			1	3	56
	All Ports in Canada			5	17	274
(c) Toronto						
	St. Lawrence River Ports			2	4	28
	Cobourg			-	-	2
	Fort Erie and Niagara Falls			3	5	58
	Lake Erie Ports			-	-	-
	St. Clair and Detroit River Ports			-	2	4
	Sault Ste. Marie			-	-	-
	Total of Above			5	11	84
	Toronto			-	-	34
	All Ports in Canada			5	11	135
				Total		
						65
						42
						6,645
						2
						2,637
						328
						9,720
						50,597
						9,797
						70,679
						56
						1
						148
						-
						9
						1
						215
						60
						296
						34
						2
						58
						-
						6
						-
						100
						34
						151

Number of Permits issued June to
September by Length of Stay

Ports of Exit

Ports of Entry

		1 Day	2 Days	3 Days & Over	Total
(d)	Fort Erie and Niagara Falls				
	St. Lawrence River Ports	426	3,542	7,861	11,829
	Cobourg	15	112	171	298
	Toronto	3	30	39	72
	Lake Erie Ports	3	34	45	82
	St. Clair and Detroit River Ports	31,445	24,541	9,178	65,164
	Sault Ste. Marie	24	283	1,513	1,820
	Total of Above	31,916	28,542	18,807	79,265
	Fort Erie and Niagara Falls	64,924	27,965	80,840	173,729
	All Ports in Canada	96,972	57,386	110,878	265,236
(e)	Lake Erie Ports				
	St. Lawrence River Ports	-	1	6	7
	Cobourg	-	-	1	1
	Toronto	-	-	-	-
	Fort Erie and Niagara Falls	2	24	104	130
	St. Clair and Detroit River Ports	48	27	75	150
	Sault Ste. Marie	1	-	15	16
	Total of Above	51	52	201	304
	Lake Erie Ports	16	20	145	181
	All Ports in Canada	68	73	361	502
(f)	St. Clair and Detroit River Ports				
	St. Lawrence River Ports	150	1,082	2,141	3,373
	Cobourg	11	2	15	28
	Toronto	-	-	7	7
	Fort Erie and Niagara Falls	27,873	26,682	13,868	68,423
	Lake Erie Ports	94	53	45	192
	Sault Ste. Marie	19	56	2,639	2,714
	Total of Above	28,147	27,875	18,715	74,737
	St. Clair and Detroit River Ports	60,411	15,720	56,787	132,918
	All Ports in Canada	88,629	43,876	81,699	214,204
(g)	Sault Ste. Marie				
	St. Lawrence River Ports	-	73	284	357
	Cobourg	-	-	3	3
	Toronto	-	-	-	-
	Fort Erie and Niagara Falls	16	204	1,992	2,212
	Lake Erie Ports	-	1	5	6
	St. Clair and Detroit River Ports	23	119	2,535	2,677
	Total of Above	39	397	4,819	5,255
	Sault Ste. Marie	2,023	1,209	10,361	13,593
	All Ports in Canada	2,071	1,677	16,210	19,958

Ports of Entry

Ports of Exit

Number of Permits issued June to
September by Length of Stay

1 Day	2 Days	3 Days & Over	Total
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Section II. Traffic from Ontario to Other Provinces

St. Lawrence River Ports
All Ports in Ontario West of Kingston
& East of Sault Ste. Marie (Incl. Sault
Ste. Marie)
All Ports in Ontario
All Ports in Ontario
All Ports in Ontario
All Ports in Ontario
All Ports in Ontario
All Ports in Ontario
All Ports in Ontario
All Ports in Ontario
All Ports in Ontario

All Ports in Quebec	705	2,004	7,088	9,797
All Ports in Quebec	200	1,191	16,782	18,173
All Ports in Quebec	906	3,195	23,909	28,010
All Ports in Maritime Provinces	9	47	1,843	1,899
All Ports in Manitoba	47	508	2,771	3,326
All Ports in Maritimes, Quebec and Manitoba	962	3,750	28,523	33,235
All Ports in Ontario	208,823	113,228	241,423	563,474
All Ports in Canada	209,786	116,983	270,287	597,056

Section III. Traffic from the Maritime Provinces to Central Canada

All Ports in the Maritime Provinces

All Ports in Quebec	83	174	2,159	2,416
All Ports in Ontario	7	21	1,077	1,105
All Ports in Quebec and Ontario	90	195	3,236	3,521
All Ports in the Maritime Provinces	16,954	5,245	26,105	48,304
All Ports in Canada	17,044	5,440	29,392	51,837

Section IV. Traffic from Quebec to Other Provinces

All Ports in Quebec

All Ports in Ontario on the St. Lawrence River	732	1,951	5,431	8,114
All Ports in Ontario west of Kingston and East of Sault Ste. Marie (Incl. Sault Ste. Marie)	179	716	10,187	11,082
All Ports in Ontario	911	2,669	15,639	19,219
All Ports in the Maritime Provinces	88	153	3,667	3,908
All Ports in Ontario and the Maritime Provinces	999	2,822	19,306	23,127
All Ports in Quebec	55,077	25,824	75,442	156,343
All Ports in Canada	56,076	28,647	94,771	179,494

Ports of Entry	Ports of Exit	Number of Permits issued June to September by Length of Stay			
		1 Day	2 Days	3 Days & Over	Total
<u>Section V. Traffic from Manitoba to Ontario</u>					
All Ports in Manitoba	All Ports in Ontario	24	254	2,476	2,754
	All Ports in Manitoba	2,594	2,144	8,035	12,773
	All Ports in Canada	2,638	2,431	11,289	16,358
<u>Section VI. Traffic Between the Prairie Provinces</u>					
All Ports in Manitoba	All Ports in Saskatchewan	17	31	407	455
	All Ports in Alberta	3	1	165	169
	All Ports in Saskatchewan and Alberta	20	32	572	624
All Ports in Saskatchewan	All Ports in Manitoba	15	17	422	454
	All Ports in Alberta	3	4	271	278
	All Ports in Manitoba and Alberta	18	21	693	732
	All Ports in Saskatchewan	664	827	4,717	6,208
	All Ports in Canada	685	850	5,781	7,316
All Ports in Alberta	All Ports in Manitoba	-	2	120	122
	All Ports in Saskatchewan	2	14	202	218
	All Ports in Manitoba and Saskatchewan	2	16	322	340
	All Ports in Alberta	2,874	1,330	4,653	8,857
	All Ports in Canada	2,925	1,570	9,737	14,232
<u>Section VII. Traffic Between the Prairie Provinces and British Columbia</u>					
All Ports in the Prairie Provinces	All Ports in British Columbia	52	226	5,157	5,435
	All Ports in the Prairie Provinces	6,172	4,370	18,992	29,534
	All Ports in Canada	6,248	4,851	26,807	37,906
All Ports in British Columbia	All Ports in the Prairie Provinces	50	147	5,310	5,507
	All Ports in British Columbia	25,164	20,124	54,039	99,327
	All Ports in Canada	25,215	20,273	59,429	104,917

Table 15 - Number of Foreign Automobiles (Permit Class (1)), Arriving in Canada, 1939-1941 and 1943-1946,
by U.S. Federal States or Countries of Registration, Tabulated by Groups of U.S.
Federal States According to Volume of Traffic

	1939	1940	1941	1943	1944	1945	1946
<u>NORTH EASTERN STATES</u>							
New York	315,374	250,441	290,885	92,302	135,966	232,528	335,204
Maine	60,441	46,707	39,883	17,617	25,801	38,938	60,647
Vermont	78,624	61,505	56,526	20,064	31,035	45,897	68,183
Massachusetts	56,421	44,067	60,001	7,012	10,175	30,447	73,927
Pennsylvania	51,562	41,024	59,761	7,369	12,664	32,657	74,417
Connecticut	18,118	13,225	21,878	2,588	4,358	11,868	29,011
New Jersey	25,885	19,652	25,530	1,273	2,253	8,714	31,312
Rhode Island	8,833	6,315	9,154	857	1,683	5,061	11,751
New Hampshire	14,139	10,661	15,208	3,325	5,188	9,645	17,483
	629,397	493,597	578,826	152,407	229,123	415,755	701,935
% of Volume	49.6	51.2	50.2	52.9	52.1	48.7	47.9
<u>GREAT LAKE STATES</u>							
Ohio	65,457	47,108	69,580	8,535	15,071	46,980	103,185
Michigan	269,419	187,108	253,552	72,823	122,844	226,593	287,273
Illinois	44,301	30,078	34,854	1,754	2,465	9,814	38,541
Indiana	14,496	9,928	14,247	1,117	1,638	5,245	17,583
Wisconsin	13,894	9,820	10,792	850	806	3,521	14,185
	407,567	284,042	383,025	85,079	142,824	292,153	460,767
% of Volume	32.1	29.5	33.2	29.6	32.5	34.2	31.4
<u>NORTH WESTERN INLAND BORDER STATES</u>							
Minnesota	23,888	19,774	16,104	2,114	2,965	6,408	23,555
North Dakota	11,390	8,493	7,228	3,022	4,132	7,412	12,869
Montana	7,531	7,240	7,393	1,677	2,109	3,706	8,254
	42,809	35,507	30,725	6,813	9,206	19,526	44,678
% of Volume	3.4	3.7	2.7	2.4	2.1	2.3	3.1
<u>WEST COAST STATES</u>							
Washington	81,716	66,642	62,025	33,816	45,265	87,059	121,771
Oregon	7,648	7,170	7,527	1,290	1,676	6,414	15,031
California	29,177	25,107	26,960	1,766	2,569	10,648	47,046
	118,541	98,919	96,512	36,872	49,510	104,121	183,848
% of Volume	9.3	10.3	8.4	12.8	11.3	12.2	12.5
<u>Remaining FEDERAL STATES and OTHER COUNTRIES (2)</u>							
	71,343	51,615	63,952	6,622	8,953	22,603	74,462
% of Volume	5.6	5.3	5.5	2.3	2.0	2.6	5.1
TOTAL	1,269,657	963,680	1,153,040	287,793	439,616	854,158	1,465,690

(1) Automobiles entered on Traveller's Vehicle Permits.

(2) See Supplementary Tables "A" and "B".

Supplementary Table 15A. - Number of Foreign Automobiles (Permit-Class⁽¹⁾), Arriving in Canada, 1939-1941 and 1943-1946, by Countries of Registration

	1939	1940	1941	1943	1944	1945	1946
U.S. Government	-	-	148	458	1,007	557	7
U.S. Possessions (2)	580	424	369	41	28	91	994
Newfoundland	27	33	51	1	-	-	25
British West Indies	14	7	1	-	-	2	9
Cuba	80	33	25	-	-	1	16
Mexico	192	71	83	3	6	-	23
Panama	149	106	99	-	-	-	57
Great Britain	97	17	2	1	-	-	-
Aggregate of Others	86	64	110	-	-	1	24
Total	1,225	755	888	504	1,041	652	1,155

(1) Automobiles entered on Traveller's Vehicle Permits.

(2) See Supplementary Table "B".

Supplementary Table 15B. - Number of U.S. Automobiles (Permit-Class⁽¹⁾), Arriving in Canada, 1939-1941 and 1943-1946, from U.S. Possessions

	1939	1940	1941	1943	1944	1945	1946
Alaska	80	74	93	35	27	85	722
Hawaii	447	318	251	6	1	5	258
Philippines	36	21	16	-	-	-	-
Puerto Rico	15	9	8	-	-	-	14
Others	2	2	1	-	-	1	-
Total	580	424	369	41	28	91	994

(1) Automobiles entered on Traveller's Vehicle Permits.

Table 16 - Average Expenditure in Canada per Car Reported by Non-resident Permit-holding Motorists, and Total Expenditures in Canada of Non-resident Permit-holding Motorists, Classified by State of Last Residence, 1946
(Canadian Dollars)

	Average Expenditure per car \$	Number of cars	Total Expenditures \$
Alabama	50.20	1,121	56,274
Arizona	88.50	1,063	94,076
Arkansas	51.50	799	41,149
California	58.60	47,046	3,227,356
Colorado	82.40	2,219	182,846
Connecticut	78.10	29,011	2,265,759
Delaware	75.70	1,100	83,270
District of Columbia	92.70	2,321	215,157
Florida	83.80	8,179	685,400
Georgia	62.30	1,693	105,474
Idaho	89.50	3,128	279,956
Illinois	90.60	38,541	3,491,815
Indiana	71.90	17,583	1,264,218
Iowa	96.50	6,433	620,785
Kansas	76.50	3,453	264,537
Kentucky	62.60	2,563	160,444
Louisiana	67.30	1,535	103,306
Maine	36.40	60,547	2,207,551
Maryland	83.20	6,185	514,592
Massachusetts	90.70	73,927	6,705,179
Michigan	39.70	287,273	11,404,738
Minnesota	84.40	23,555	1,988,042
Mississippi	65.40	490	32,046
Missouri	82.80	5,685	470,718
Montana	78.00	8,254	643,812
Nebraska	94.50	2,477	234,077
Nevada	97.00	352	34,144
New Hampshire	56.50	17,483	987,790
New Jersey	82.70	31,312	2,589,502
New Mexico	51.40	558	34,261
New York	48.30	335,204	16,190,353
North Carolina	66.20	2,125	140,675
North Dakota	70.90	12,869	912,412
Ohio	85.20	103,185	8,791,362
Oklahoma	81.70	2,254	184,152
Oregon	117.50	15,031	1,766,143
Pennsylvania	73.30	74,417	5,454,766
Rhode Island	84.00	11,751	987,084
South Carolina	64.60	738	47,675
South Dakota	100.00	1,262	126,200
Tennessee	48.70	1,859	90,533
Texas	78.10	5,032	392,999
Utah	78.40	1,653	129,595
Vermont	17.90	68,183	1,220,476
Virginia	73.00	4,392	320,616
Washington	71.30	121,771	8,682,272
West Virginia	90.30	1,949	175,995
Wisconsin	86.90	14,185	1,232,677
Wyoming	105.00	684	71,820
Other x	132.80	1,155	153,384

(x) Principally Alaska and Hawaii.

Table 17. - Balance of Payments on Travel Account Between
Canada and All other Countries 1926-1947

(Millions of Dollars) (Net Credits + Net Debits -)

Year	Account with United States			Account with Overseas Countries (Including Newfoundland)			Account with All Countries		
	Credits	Debits	Net	Credits	Debits	Net	Credits	Debits	Net
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
1926	140	70	+ 70	12	29	- 17	152	99	+ 53
1927	148	72	+ 76	15	28	- 13	163	100	+ 63
1928	163	72	+ 91	14	26	- 12	177	98	+ 79
1929	184	81	+ 103	14	27	- 13	198	108	+ 90
1930	167	67	+ 100	13	25	- 12	180	92	+ 88
1931	141	52	+ 89	12	19	- 7	153	71	+ 82
1932	103	30	+ 73	11	19	- 8	114	49	+ 65
1933	81	30	+ 51	8	14	- 6	89	44	+ 45
1934	96	36	+ 60	10	14	- 4	106	50	+ 56
1935	107	48	+ 59	10	16	- 6	117	64	+ 53
1936	129	54	+ 75	13	21	- 8	142	75	+ 67
1937	149	65	+ 84	17	22	- 5	166	87	+ 79
1938	134	66	+ 68	15	20	- 5	149	86	+ 63
1939	137	67	+ 70	12	14	- 2	149	81	+ 68
1940	98	40	+ 58	7	3	+ 4	105	43	+ 62
1941	107	18	+ 89	4	3	+ 1	111	21	+ 90
1942	79	24	+ 55	3	3	-	82	27	+ 55
1943	87	34	+ 53	2	3	- 1	89	37	+ 52
1944	117	57	+ 60	3	3	-	120	60	+ 60
1945	163	81	+ 82	3	2	+ 1	166	83	+ 83
1946	216	130	+ 86	6	6	-	222	136	+ 86
1947 (x) .	235	152	+ 83	10	15	- 5	245	167	+ 78

(x) Data for 1947 are subject to revision.

Table 18. - Expenditures of United States Travellers
in Canada by length of stay
1 9 4 6

<u>Mode of Travel</u>	<u>Number of Persons</u>	<u>% of Grand Total</u>	<u>Expenditures</u> \$	<u>% of Grand Total</u>
<u>A. Short Term Traffic</u>				
Auto:				
Local Traffic.....	6,773,653	31.82	12,744,472	5.90
Repeat trips of Permit holders	2,581,764	12.13	-	-
Tourist Class, 1 Day .	1,747,744	8.21	4,964,756	2.30
Tourist Class, 2 Days.	808,384	3.80	5,555,980	2.57
Communters	3,111	.02	505,605	.23
Local Permit holders .	10,552	.05	462,496	.22
Rail, in-transit	964,873	4.53	-	-
Bus, in-transit	88,090	.41	220,225	.10
Airplane, in-transit ...	11,294	.05	27,670	.01
Other travellers	4,960,000	23.30	13,274,614	6.14
Total	17,949,465	84.32	37,755,818	17.47
<u>B. Long Term Traffic</u>				
Auto:				
Tourist Class, more then two days	1,879,020	8.83	69,422,796	32.12
Summer Residents	18,665	.09	4,324,788	2.00
Rail	685,547	3.22	61,457,753	28.44
Bus	316,396	1.49	15,596,412	7.22
Airplane	98,870	.46	10,242,003	4.74
Boat	339,361	1.59	17,315,767	8.01
Total	3,337,859	15.68	178,359,519	82.53
GRAND TOTAL	21,287,324	100.00	216,115,337	100.00

Table 19. - Number of Foreign Automobiles and Other Vehicles Entering
Canada, by Province of Entry, 1943-1947

Non-Permit Class - Local Traffic (1)

Entering by Ports in -	1943	1944	1945	1946	1947
Maritime Provinces	292,835	432,029	587,207	752,411	806,821
Quebec	77,830	102,026	131,881	173,148	199,670
Ontario	1,056,165	1,401,358	2,068,158	2,624,849	2,967,148
Manitoba	24,307	30,164	39,815	53,310	55,360
Saskatchewan	11,736	13,473	17,334	20,221	19,205
Alberta	7,320	11,455	6,840	12,243	18,024
British Columbia	27,547	31,197	41,102	59,776	77,356
Yukon	-	-	-	-	16
CANADA	1,497,740	2,021,702	2,892,337	3,695,958	4,143,600

Traveller's Vehicle Permits (1)

Entering by Ports in -	1943	1944	1945	1946	1947
Maritime Provinces	18,023	26,931	44,377	83,147	93,417
Quebec	46,665	72,477	138,215	277,641	300,914
Ontario	190,135	292,637	553,720	903,096	1,005,194
Manitoba	2,828	3,929	8,775	22,797	24,407
Saskatchewan	1,887	2,687	4,247	9,723	9,702
Alberta	1,941	1,680	3,045	16,522	23,476
British Columbia	38,724	51,280	107,506	178,595	205,216
Yukon	-	5	30	585	1,527
CANADA	300,203	451,626	859,915	1,492,106	1,663,853

Commercial Vehicles

Entering by Ports in -	1943	1944	1945	1946	1947
Maritime Provinces	44,621	52,412	56,184	65,294	62,295
Quebec	15,897	17,349	18,584	21,631	25,339
Ontario	60,095	73,438	78,139	81,441	87,982
Manitoba	1,488	1,658	1,830	1,736	3,778
Saskatchewan	3,227	3,937	4,221	3,907	3,745
Alberta	2,648	1,906	1,808	3,237	4,401
British Columbia	4,140	3,697	5,298	5,836	6,175
Yukon	-	1	9	54	84
CANADA	132,116	154,398	166,073	183,136	193,799

(1) The expressions "Non-Permit Class" and "Traveller's Vehicle Permits" are defined on page 44.

Table 20. - Number of Foreign Automobiles and Other Vehicles Entering Canada, by Month of Entry, 1943-1947

Month	1943	1944	1945	1946	1947
<u>Non Permit Class - Local Traffic (1)</u>					
January	72,475	114,104	102,149	162,652	189,790
February	66,534	96,466	102,384	157,998	167,863
March	83,179	107,644	156,313	213,741	210,224
April	101,415	133,223	199,681	241,622	241,501
May	122,014	175,290	256,493	295,963	330,240
June	130,153	208,946	297,595	394,558	431,926
July	172,059	289,519	391,913	524,577	590,979
August	188,900	254,528	386,608	492,504	643,812
September	176,102	196,604	344,843	376,832	425,942
October	143,532	165,712	271,092	325,014	368,243
November	120,849	144,288	193,760	270,330	292,881
December	120,528	135,378	189,506	240,167	250,199
TOTAL	1,497,740	2,031,702	2,997,837	3,695,959	4,143,600
<u>Traveller's Vehicle Permits (1)</u>					
January	6,278	13,037	10,556	26,780	24,306
February	7,074	10,575	12,889	29,847	25,083
March	9,495	12,520	22,341	47,492	34,247
April	14,538	19,477	32,102	64,550	58,241
May	20,888	32,492	46,999	105,499	114,875
June	22,847	43,309	79,133	183,362	203,916
July	48,753	88,696	151,007	300,635	362,638
August	59,616	84,771	187,215	332,407	409,433
September	47,453	61,648	145,968	181,734	198,865
October	29,107	38,036	84,933	111,696	126,180
November	18,660	27,994	53,330	68,497	68,284
December	15,494	19,071	33,442	39,607	37,785
TOTAL ^x	300,203	451,626	859,915	1,492,106	1,663,853
<u>Commercial Vehicles</u>					
January	8,314	10,311	11,228	11,815	13,288
February	9,855	11,773	11,304	11,984	13,505
March	11,737	13,873	13,237	14,938	14,049
April	10,344	11,881	12,291	15,296	16,608
May	10,749	12,999	14,646	18,794	16,827
June	11,953	14,084	15,948	17,301	17,477
July	13,322	13,913	16,106	15,431	17,816
August	12,626	15,088	15,864	16,947	17,204
September	11,212	12,798	14,331	15,558	17,000
October	11,140	12,871	15,623	16,200	17,928
November	11,110	12,690	12,973	14,823	16,681
December	9,754	12,117	12,522	14,049	15,416
TOTAL	132,116	154,398	166,073	183,136	193,799

(1) The Expressions "Non-Permit-Class" and "Traveller's Vehicle Permits" are defined on page 44.

The above includes a number of motorcycles, bicycles and taxis, estimated at 5,700 in 1947 and a revised 5,438 in 1946.

Table 21. - Number of Foreign Travellers by Province of Entry into Canada
1943-1947

(A) Rail (1)

Province of Entry	1943	1944	1945	1946	1947
New Brunswick	49,533	48,974	44,427	40,001	28,897
Quebec	212,202	231,430	229,153	239,263	244,961
Ontario	241,639	376,790	424,800	307,725	280,905
Manitoba	68,171	41,656	28,335	25,861	24,488
Saskatchewan	15,754	11,884	7,358	15,478	17,553
Alberta	10,348	3,963	788	603	1,220
British Columbia	71,523	67,864	60,987	56,616	49,519
TOTAL	669,170	782,561	795,848	685,547	647,543

(B) Boat

Province of Entry	1943	1944	1945	1946	1947
Nova Scotia	149	328	1,142	1,540	17,806
New Brunswick	4,059	7,211	7,718	8,084	6,394
Quebec	3,750	5,669	3,261	3,183	5,122
Ontario	90,667	93,772	134,676	129,068	162,423
Manitoba	-	-	-	-	-
Saskatchewan	-	-	-	-	-
Alberta	-	-	-	-	-
British Columbia	131,082	173,325	176,949	197,433	142,161
Yukon	35	21	40	53	8
TOTAL	229,742	280,326	323,786	339,361	333,914

(C) Bus (2)

Province of Entry	1943	1944	1945	1946	1947
Maritime Provinces	6,241	9,350	11,774	13,056	9,508
Quebec	8,280	11,379	14,968	25,357	32,855
Ontario	112,245	151,297	196,616	308,813	352,538
Manitoba	806	2,833	4,253	5,189	5,843
Saskatchewan	63	148	135	147	280
Alberta	1,760	2,234	2,177	2,164	2,345
British Columbia	21,202	23,536	31,740	49,760	38,698
Yukon	-	-	-	-	-
TOTAL	150,597	200,777	261,663	404,486	442,067

(1) After deducting in-transit passengers across Southern Ontario.

(2) Exclusive of local bus traffic between border communities but including in-transit.

Table 21. - Number of Foreign Travellers by Province of Entry into Canada
1943-1947 - Concl'd.

(D) Airplane

Province of Entry	1943	1944	1945	1946	1947
Maritime Provinces	3,057	3,962	4,022	5,749	7,309
Quebec	8,909	14,014	28,717	40,637	29,744
Ontario	5,580	6,766	9,631	29,049	32,414
Manitoba	1,351	1,545	2,345	3,995	4,513
Saskatchewan	7	4	12	72	102
Alberta	1,065	2,040	2,151	2,852	7,144
British Columbia	6,309	7,059	12,304	16,513	22,522
Yukon x	4,123	7,357	8,140	11,297	9,292
TOTAL	30,401	42,747	67,322	110,164	113,040

x Yukon totals are practically all in-transit to and from Alaska.

Table 22. - Number of Foreign Travellers by Month of Entry into Canada
1943-1947

(A) Rail (Including In-transit)

Month	1943	1944	1945	1946	1947
January	113,109	148,454	143,179	137,635	111,361
February	101,581	136,605	128,076	114,027	102,914
March	113,391	145,490	135,606	119,918	91,862
April	135,123	148,818	138,198	120,892	99,691
May	151,370	147,862	151,722	105,442	108,274
June	167,696	180,155	196,227	154,231	156,852
July	217,791	228,679	238,153	195,061	173,104
August	219,069	225,091	208,004	201,720	181,083
September	178,897	192,767	156,223	145,981	136,283
October	158,763	168,037	154,240	114,912	102,856
November	135,684	149,803	148,907	107,051	94,345
December	157,742	168,800	166,533	133,550	120,859
TOTAL	1,850,216	2,040,561	1,965,068	1,650,420	1,479,484

(B) Boat

Month	1943	1944	1945	1946	1947
January	3,793	8,415	6,686	5,405	2,300
February	4,497	8,058	6,457	5,765	2,828
March	8,799	9,903	7,339	6,149	3,792
April	7,677	13,406	9,908	7,193	5,278
May	10,669	14,271	13,418	13,083	12,056
June	21,674	30,633	35,355	34,466	37,156
July	51,931	62,725	85,981	93,281	101,935
August	63,325	69,586	95,912	104,496	118,281
September	27,788	29,086	34,824	47,211	35,996
October	11,445	14,723	12,548	11,152	8,270
November	9,339	9,971	7,438	5,841	3,409
December	8,805	9,549	7,920	5,319	2,613
TOTAL	229,742	280,326	323,786	339,361	333,914

Table 22. - Number of Foreign Travellers by Month of Entry into Canada
1943-1947 - Concl'd.
(C) Bus (1) and (2)

Month	1943	1944	1945	1946	1947
January	5,020	6,589	7,733	11,351	13,005
February	5,433	6,487	8,508	12,383	11,973
March	5,508	7,943	9,892	14,259	11,317
April	6,123	8,775	11,065	16,327	19,504
May	9,253	14,152	15,218	27,791	28,726
June	16,349	22,782	25,016	41,215	48,710
July	34,140	41,143	53,855	85,302	98,342
August	30,475	38,981	56,723	88,394	104,362
September	14,151	20,637	28,696	41,721	44,491
October	10,457	12,765	19,948	29,919	27,826
November	6,467	10,481	12,950	19,565	16,973
December	7,221	10,042	12,059	16,259	16,838
TOTAL	150,597	200,777	261,663	404,486	442,067

(D) Airplane

January	848	2,413	2,809	5,571	4,462
February	1,200	2,266	3,124	6,147	5,095
March	1,577	2,410	3,984	6,323	6,595
April	1,754	2,838	3,990	6,673	7,716
May	2,361	3,287	4,588	8,692	10,477
June	2,883	3,899	6,323	10,523	11,906
July	3,741	4,947	8,079	13,622	14,815
August	4,231	5,967	8,885	15,874	16,638
September	3,657	4,647	7,131	12,363	12,803
October	3,086	3,701	6,171	9,634	10,067
November	2,401	3,178	5,202	7,610	6,407
December	2,662	3,194	7,036	7,132	6,059
TOTAL	30,401	42,747	67,322	110,164	113,040

(1) Exclusive of local bus traffic between border communities.

(2) Includes a small percentage in-transit passengers across Southern Ontario.

Table 23. - Expenditures of Canadian Travellers in the United States by
Length of Stay, 1946

Mode of Travel	Number of Persons	% of Grand Total	Expenditures \$	% of Grand Total
A. Short Term Traffic				
Motorists - One Day	4,452,015	32.90	5,285,866	4.07
Two Days	187,429	1.38	2,681,903	2.06
Rail, in-transit	12,124	.09	-	-
Other Travellers (pedestrians local buses, ferries etc.)	7,354,834	54.35	18,127,000	13.95
Total	12,006,402	88.72	26,094,769	20.08
B. Long Term Traffic				
Motorists - More than two days	327,425	2.42	13,741,631	10.58
Rail	592,599	4.38	49,623,000	38.19
Through Bus	442,386	3.27	28,469,000	21.91
Airplane	63,608	.47	8,832,000	6.80
Boat	100,835	.74	3,166,544	2.44
Total	1,526,853	11.28	103,832,175	79.92
GRAND TOTAL	13,533,255	100.00	129,926,944	100.00

Table 24. - Number of Canadian Automobiles and Other Vehicles Travelling
in the United States by Provinces of Re-Entry into Canada
1943-1947

	1943	1944	1945	1946	1947
<u>Length of Stay - 24 hours or less</u>					
<u>Returning by Ports in:</u>					
Maritime Provinces	165,902	253,666	369,202	499,048	575,926
Quebec	67,158	108,526	141,947	198,296	241,669
Ontario	268,646	303,881	382,343	552,813	601,807
Manitoba	8,859	23,902	35,741	45,771	54,493
Saskatchewan	11,607	25,203	32,606	35,072	36,231
Alberta	3,935	11,053	10,008	17,208	19,226
British Columbia	34,475	46,111	99,955	202,486	271,816
Yukon	-	-	-	-	-
 TOTAL CANADA	 560,582	 772,342	 1,071,802	 1,550,694	 1,801,168

<u>Length of Stay - Over 24 hours</u>					
<u>Returning by Ports in:</u>					
Maritime Provinces	3,887	1,203	3,692	6,140	10,243
Quebec	4,772	12,348	21,909	37,641	51,977
Ontario	12,194	19,574	28,195	66,272	71,999
Manitoba	738	1,246	3,283	11,614	17,729
Saskatchewan	683	1,523	2,826	7,271	9,782
Alberta	316	511	1,139	3,518	8,503
British Columbia	8,220	11,528	18,910	34,741	39,555
Yukon	-	-	-	-	-
 TOTAL CANADA	 27,730	 47,933	 79,954	 167,197	 209,788

Commercial Vehicles

<u>Returning by Ports in:</u>					
Maritimes Provinces	35,011	40,683	51,705	57,215	59,569
Quebec	19,751	28,664	22,139	26,552	28,026
Ontario	27,598	35,418	34,507	35,908	56,273
Manitoba	5,756	7,011	3,976	4,206	7,319
Saskatchewan	1,268	2,213	3,231	5,497	7,325
Alberta	4,491	5,728	5,002	6,402	6,994
British Columbia	7,925	10,627	12,442	13,890	15,942
Yukon	-	-	-	-	4
 TOTAL CANADA	 111,801	 130,344	 133,002	 149,670	 181,452

Table 25. - Number of Canadian Automobiles and Other Vehicles Travelling
in the United States, by Month of Re-Entry into Canada
1943-1947

Month	1943	1944	1945	1946	1947
<u>Length of Stay - 24 hours or less</u>					
January	31,953	48,935	44,184	78,383	96,935
February	31,243	41,843	39,569	72,338	93,195
March	40,073	50,832	62,954	101,534	121,419
April	43,685	58,863	67,080	109,738	139,094
May	51,235	61,334	85,282	146,250	165,239
June	51,173	64,305	92,216	149,138	174,863
July	55,203	85,147	118,667	170,774	212,141
August	55,032	85,205	131,529	175,613	219,559
September	51,687	77,379	124,660	154,289	174,749
October	53,604	74,598	113,714	146,566	176,099
November	48,101	65,758	96,663	128,540	136,791
December	47,593	58,143	95,284	117,531	91,084
TOTAL	560,582	772,342	1,071,802	1,550,694	1,801,168

<u>Length of Stay - Over 24 hours</u>					
January	1,085	1,646	1,560	4,098	5,154
February	1,020	1,294	1,307	3,684	5,485
March	1,625	1,555	1,947	6,375	8,148
April	1,807	2,519	2,935	10,315	14,322
May	2,297	2,178	2,978	15,251	15,287
June	2,074	3,272	4,706	15,959	18,528
July	3,271	8,268	12,288	26,697	35,336
August	4,119	9,011	13,435	28,652	40,009
September	3,539	7,337	13,795	21,478	26,294
October	3,160	5,569	12,180	17,512	24,223
November	2,102	3,153	8,068	10,399	11,791
December	1,689	2,131	4,755	6,777	5,211
TOTAL	27,788	47,933	79,954	167,197	209,788

<u>Commercial Vehicles</u>					
January	7,824	9,473	8,630	10,865	12,839
February	8,502	10,098	9,381	11,392	15,325
March	9,892	11,795	10,967	13,195	15,771
April	8,291	8,437	8,566	10,678	13,201
May	8,543	10,541	11,160	12,570	15,348
June	10,462	11,317	12,126	13,069	15,684
July	11,109	11,912	12,629	14,067	16,636
August	9,954	11,507	13,508	13,892	17,303
September	9,683	12,203	12,130	13,239	16,490
October	8,557	12,226	12,904	12,718	17,297
November	8,333	11,556	10,453	12,398	13,769
December	10,651	9,279	10,548	11,587	11,789
TOTAL	111,801	130,344	133,002	149,670	181,452

Table 26. - Number of Canadians Returning from the United States
by Province of Re-entry into Canada
1943-1947

(A) Rail

Province of Re-entry	1943	1944	1945	1946	1947
New Brunswick	16,083	23,614	27,080	24,991	22,651
Quebec	115,888	169,824	175,201	187,393	203,691
Ontario	250,138	292,251	309,684	319,354	282,413
Manitoba	13,736	20,884	23,289	24,071	25,950
Saskatchewan	5,315	6,936	7,429	8,152	8,949
Alberta	609	655	589	616	1,002
British Columbia	19,644	31,149	38,363	40,146	41,021
Yukon	-	-	-	-	-
TOTAL CANADA	421,413	545,313	581,635	604,723	585,677

(B) Boat

Province of Re-entry	1943	1944	1945	1946	1947
Maritime Provinces	14,365	20,603	25,717	22,752	28,376
Quebec	34	73	4,700	1,880	4,481
Ontario	13,417	27,973	39,278	34,329	41,861
Manitoba	-	-	-	-	-
Saskatchewan	-	-	-	-	-
Alberta	-	-	-	-	-
British Columbia	11,977	17,524	27,562	41,848	26,140
Yukon	17	36	26	26	3
TOTAL CANADA	39,810	66,209	97,283	100,835	100,861

(C) Bus (1)

Province of Re-entry	1943	1944	1945	1946	1947
New Brunswick	2,439	5,113	8,347	12,271	11,225
Quebec	4,566	11,396	16,305	31,635	37,591
Ontario	80,005	152,915	229,915	317,419	353,504
Manitoba	423	4,539	9,609	14,268	15,433
Saskatchewan	120	556	534	618	828
Alberta	1,400	2,297	2,319	2,779	2,982
British Columbia	12,883	22,829	35,041	63,396	81,853
Yukon	-	-	-	-	-
TOTAL CANADA	101,836	199,645	302,070	442,386	503,416

(1) Exclusive of local bus traffic between border communities.

Table 26. - Number of Canadians Returning from the United States
by Province of Re-entry into Canada
1943-1947 - Concl'd.

(D) Airplane

Province of Re-entry	1943	1944	1945	1946	1947
Nova Scotia	-	-	-	102	195
New Brunswick	430	1,093	1,075	1,594	2,487
Quebec	5,422	10,271	16,899	21,486	17,583
Ontario	5,153	9,205	11,504	27,853	27,174
Manitoba	397	689	1,359	2,879	2,924
Saskatchewan	-	-	-	25	19
Alberta	403	1,065	1,231	1,744	1,290
British Columbia	1,452	1,836	3,397	7,565	12,992
Yukon	54	260	124	360	365
TOTAL CANADA^x	13,311	24,419	35,589	63,608	65,029

x Includes a small percentage from Overseas via U.S.

Table 27. - Number of Canadians Returning from the United States
by Month of Re-entry into Canada
1943-1947

(A) Rail (Gross Entries)

Month	1943	1944	1945	1946	1947
January	30,685	40,715	51,361	57,290	47,633
February	22,189	31,144	35,667	57,294	38,763
March	31,006	34,493	40,533	44,302	43,792
April	33,560	39,446	45,254	47,640	52,618
May	37,912	33,636	40,539	36,202	44,528
June	34,933	39,424	43,758	43,399	45,320
July	36,770	59,815	64,346	60,858	63,607
August	45,634	69,631	61,305	69,009	69,538
September	41,153	53,003	51,243	54,775	52,601
October	39,351	51,392	46,468	50,106	51,009
November	32,367	42,433	39,331	39,290	37,522
December	35,853	50,181	61,830	44,558	38,746
Total	421,413	545,313	581,635	604,723	585,677

(B) Rail (Net Entries)

Month	1943	1944	1945	1946	1947
January	29,261	39,665	50,313	56,208	46,829
February	20,952	30,042	34,833	56,297	38,284
March	29,553	33,358	39,474	43,130	43,194
April	31,431	38,150	44,165	46,416	51,633
May	35,854	32,304	39,530	35,263	43,705
June	33,377	38,055	42,644	42,466	44,420
July	35,382	58,256	62,846	59,753	62,742
August	43,811	68,341	59,855	67,998	68,496
September	39,826	51,905	49,987	53,920	51,775
October	38,027	49,925	45,118	49,128	50,146
November	31,115	41,142	38,068	38,411	36,631
December	34,495	48,825	60,525	43,609	37,802
TOTAL	403,084	529,968	567,358	592,599	575,657

Table 27. - Number of Canadians Returning from the United States
by Month of Re-entry into Canada
1943-1947 - Concl'd.

(C) Boat

Month	1943	1944	1945	1946	1947
January	1,579	2,042	2,839	3,690	2,075
February	1,320	1,879	2,927	3,045	2,240
March	2,395	1,661	2,931	2,993	2,547
April	1,855	2,216	3,761	3,394	3,052
May	2,401	2,830	4,037	5,739	4,307
June	3,702	6,410	8,449	10,028	10,947
July	6,699	13,443	21,915	22,562	19,593
August	8,410	15,316	24,558	21,790	29,685
September	3,426	9,279	13,300	15,440	14,674
October	2,787	4,084	5,669	4,877	4,663
November	2,683	3,035	3,697	3,752	3,258
December	2,553	4,014	3,200	3,525	3,820
TOTAL	39,810	66,209	97,283	100,835	100,861

(D) Bus (1)

Month	1943	1944	1945	1946	1947
January	6,082	10,890	15,272	23,847	26,133
February	5,718	9,821	12,695	22,519	24,490
March	6,743	12,124	15,443	28,178	31,286
April	7,616	12,755	16,775	29,412	34,474
May	8,264	12,270	18,169	33,309	39,607
June	9,021	14,641	23,520	37,185	48,578
July	10,398	27,058	41,218	57,078	68,477
August	11,515	30,315	47,674	68,094	77,156
September	9,651	20,819	37,856	48,381	51,246
October	9,573	18,527	28,223	36,373	47,134
November	8,026	15,605	21,951	30,285	32,926
December	9,229	14,820	23,274	27,725	21,909
TOTAL	101,836	199,645	302,070	442,386	503,416

(E) Airplane

Month	1943	1944	1945	1946	1947
January	485	1,463	2,208	4,721	3,803
February	655	1,325	1,988	3,659	4,052
March	843	1,501	2,529	4,740	5,684
April	1,038	1,845	2,898	5,426	6,861
May	1,204	2,118	2,679	5,329	5,904
June	1,290	2,034	2,893	4,821	5,287
July	1,129	1,911	2,640	5,157	5,412
August	1,105	2,393	2,797	6,333	6,369
September	1,431	2,437	3,474	7,114	6,587
October	1,471	3,011	4,048	6,597	6,741
November	1,333	2,348	3,928	5,232	4,639
December	1,327	2,033	3,507	4,479	3,690
TOTAL	13,311	24,419	35,589	63,608	65,029

(1) Exclusive of local bus traffic between border communities.

A P P E N D I X

The following is a brief description of the methods used by the Dominion Bureau of Statistics in preparing data on expenditures resulting from international travel:

I CANADIAN TRAVEL IN THE UNITED STATES:

A. Automobile Traffic

Customs officials stationed at each port of entry between Canada and the United States file with the Dominion Bureau of Statistics a copy of Form E 60 A for each Canadian automobile returning to Canada from the United States. Form E 60 A is a short questionnaire which requests the following information:

- (1) Number of persons in the automobile.
- (2) Length of stay in the United States.
- (3) Amount spent in the United States by all persons in the automobile.

An answer to question (3) is given voluntarily in nearly every case, and questions (1) and (2) are completed by the port officials. During periods of exceptionally heavy traffic at a few of the busier ports there are times when it is not possible to obtain answers to any of the questions. During such periods, however, a blank copy of the form stamped with the name of the port and the date of entry is filed for each returning automobile. In recent years more than 90 per cent of Forms E 60 A have been complete in all respects.

Forms E 60 A are used for two purposes: (1) The number of forms filed per month indicates the number of Canadian cars returning from the United States. Those forms which include an answer to the first question regarding number of persons in the car furnish a sample from which the total number of persons in all cars can be calculated each month. (2) Those forms which include an answer to the expenditure question furnish a sample of expenditures per car from which the

total expenditures of all cars can be calculated each month. Separate records are maintained of the numbers of cars remaining out of Canada for (a) one day, (b) two days, and (c) three days and over, and appropriate sample expenditures are applied to each group.

B. Other Types of Traffic

Immigration officials stationed at each port of entry between Canada and the United States make a count of all residents of Canada returning from the United States each month, classifying them according to the following means of travel used in returning to Canada:

- (1) Train
- (2) Boat
- (3) Airplane
- (4) Through Bus
- (5) Other (including automobile, commercial vehicle, local bus, pedestrian etc.)

Average expenditure per person for each of the first four of these types of traffic are obtained on a sample basis by the use of a questionnaire post card distributed by Immigration officials at the ports. The residual traffic mentioned in the fifth classification above, after an appropriate deduction for automobiles, is given an estimated expenditure value based on observation of local characteristics at some of the more important ports where the amount of expenditures are of some significance.

II UNITED STATES TRAVEL IN CANADA

A. Automobile Traffic

Statistical procedure respecting United States residents entering Canada by automobile has been patterned upon Customs procedure, in accordance with the methods used by the Canadian Customs in permitting entry of such vehicles into Canada.

All automobile traffic is classified in one or other of the

Following three groups:

- (1) Non-permit local traffic.
- (2) Holders of traveller's vehicle permits who do not come within the following special classes:
 - (a) Summer residents
 - (b) Commuters
 - (c) Local permit-holdersPermit-holders not coming within (a), (b), or (c) above comprise the "Tourist" class of permit-holders.
- (3) Holders of traveller's vehicle permits who come within one or other of the following special classes:
 - (a) Summer residents
 - (b) Commuters
 - (c) Local permit-holders.

The first of these groups, "Non-permit local traffic", consists of cars which are not required to apply for Customs permits. They are restricted to travel within the jurisdiction of the port of entry and may not remain within Canada more than 48 hours. Monthly records of volume and expenditures of this type of traffic are maintained by a procedure similar to that used in the case of Canadian automobiles visiting the United States and described above under IA. The questionnaire which is used in this case, referred to as Form E 49, contains two questions only:

- (a) Number of persons in the automobile.
- (b) Amount spent in Canada by all persons in the automobile.

The American motoring public has responded generously to the use of this form and a satisfactory expenditure sample has been obtained, although the percentage of completed forms is not as high as in the case of Form E 60 A.

As the use of the Form E 49 is restricted to cars which remain in Canada less than 48 hours, the statistical procedure is somewhat simpler than it is in the case of Form E 60 A where length of stay has to be taken into consideration.

The second group of automobile travellers referred to above consists of tourists who are required to apply for a traveller's vehicle permit. They are tourists who wish to remain in Canada longer than 48 hours, or to travel beyond the jurisdiction of the port of entry. Permits are issued for specific periods up to a maximum of one year. They are issued in duplicate, one copy endorsed with the port of entry and date of entry being forwarded directly to the Dominion Bureau of Statistics, the other copy being retained by the traveller until he leaves the country, at which time it is endorsed with the port of exit and date of exit and is forwarded to the Dominion Bureau of Statistics. When the original and duplicate copies are matched together a complete record of the visit is obtained consisting of the following items:

- (a) Dates of entry and exit.
- (b) Ports of entry and exit.
- (c) State of registration of the vehicle.
- (d) Number of persons in the vehicle.

In addition there is a voluntary expenditure questionnaire requesting the amount spent in Canada by all persons in the automobile, which is generally answered by more than three-quarters of the motorists to whom permits are issued.

The third group referred to above consists of permit-holders who are classed as summer residents, commuters or locals. These are: (1) Americans who have summer residences in Canada, or (2) Persons dwelling in the United States and working in Canada, or (3) residents of border communities, other than summer residents or commuters, who make frequent visits of short duration to Canada. In order to facilitate border crossings by these persons, most of whom are known personally to the border officials, they are issued traveller's vehicle permits good for periods of six months or more, one copy of which they are allowed to retain in their possession until expiry date. When these special types of permits are

finally surrendered the permit-holders are requested to estimate their total expenditures in Canada for the whole period of validity of the permit. In order to have a complete record of all border crossings, however, a record is maintained (by the use of Form E 49) of all intermediate trips made by these special permit-holders, and, after the first one on which the permit is issued, the count of these crossings is included with non-permit local traffic. Thus these special travellers are represented in the volume of travel figures of both the main groups of automobile traffic, which are referred to in (1) and (3) above.

B. Other Types of Traffic

- (1) Train
- (2) Boat
- (3) Airplane
- (4) Through bus
- (5) Other (including automobile, commercial vehicle, local bus, pedestrian, etc.)

The volume of traffic for each of the classifications shown above is obtained monthly by Canadian immigration officials stationed at the border. In the case of train and through bus traffic, adjustments are made to the total count of passengers

on account of in-transit traffic moving across Southern Ontario.

Expenditure estimates are obtained on a sample basis by the use of a questionnaire post card distributed by United States border officials to the travellers on their return to the United States. These cards are addressed to the United States Department of Commerce, which calculates average expenditures which, in turn, it makes available to the Dominion Bureau of Statistics.

III OVERSEAS TRAVEL (INCLUDING
TRAVEL BETWEEN CANADA AND
NEWFOUNDLAND)

Data on volume of traffic are obtained from two sources: (1) The Canadian Immigration Service furnishes the number of Canadians returning and the number of non-residents entering through Canadian ocean ports divided into immigrants and non-immigrants. (2) The United States Immigration and Naturalization Service has kindly furnished the number of Canadians returning and the number of non-residents arriving at United States ocean ports with the intention of proceeding overland to Canada. Average expenditure per person is obtained by means of questionnaires.

The following notes define briefly the classifications used in the tables:

1. "Commercial Vehicles" are trucks used for commercial purposes.
2. Vehicles not classified as commercial vehicles consist of automobiles, taxis, motorcycles and bicycles.
3. Through buses, local buses, horse-drawn vehicles, and military trucks, or other military vehicles, are not included in any of the classifications.
4. Foreign Vehicles Inward
 - (a) Non-Permit Class

Local vehicles which are not required to make out formal Customs permits. They are restricted to travel within the jurisdiction of the port and may not remain in Canada more than 48 hours.

Also included are the repeat trips of commuters and others who cross the border frequently on commuting permits. (See below).

(b) Traveller's Vehicle Permits

Traveller's vehicle permits are issued to all non-commercial vehicles which -

1. Travel beyond the jurisdiction of the port of entry, or
2. remain in Canada more than 48 hours, or
3. leave the country by another port than the one by which they entered.

These permits are usually issued for periods of 60 days or 6 months, but a considerable number is issued to vehicles which are in Canada less than 48 hours.

Also included in this class are commuting permits which entitle the holders to cross the border frequently during the tenure of their permits. Repeat trips after the first, however, are included in the non-permit class, as mentioned above.

5. Canadian Vehicles Inward

Canadian vehicles returning to Canada are classified by length-of-stay depending upon whether they are abroad for more or less than 24 hours.

Publication is made possible through the co-operation of Customs and Immigration officials across Canada, the United States Department of Commerce, and the United States Immigration and Naturalization Service.

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